



U.S. Department
of Transportation
Federal Aviation
Administration

Great Lakes Region
Illinois, Indiana, Michigan,
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

POLICY AND PROCEDURES MEMORANDUM - AIRPORTS DIVISION

NUMBER : 5020.1

DATE : October 1, 1992

SUBJECT : Federal Aviation Regulation (FAR) Part 150 Noise
Project Action for Airports

CANCELLATION : None

REFERENCE : 1. FAA Great Lakes Region Planning and
Coordination Procedures, Draft Order
1000.4A, paragraph 7f, interim
implementation via -200/400/500/600 Letter
of Understanding dated 5/7/92.

2. FAA Order 1100.154A, Appendix 4, Delegation
of Authority for Regional Airport Division
Managers, dated 6/12/90.

3. FAA Great Lakes Region Order 1100.55A, dated
10/1/90, Delegation of Authority - Airports
Division.

4. Reserved.

5. FAA Order 1050.11A dated 1/13/86, (including
AGL supplement 2 dated 4/13/89).

6. ARP-1/API-1 letter dated 7/6/89, Part 150
Review and Headquarters Coordination.

7. Advisory Circular 150/5020-1, Noise Control
and Compatibility Planning for Airports
dated 8/5/83.

8. FAA Order 1100.2C dated 2/6/89, Organization
- FAA Headquarters.

Distribution: AGL-600/601/602/603/605/610/620 Originator:AGL 610
CHI-ADO; DET-ADO; MSP-ADO; BIS-AFO;
All State Directors (for information thru ADO's)

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- APPENDICES :
1. Selected excerpts from references above with emphasis added by underline
 2. NEM/NCP Checklists, 3/89 (including narrative explanations of checklist items)
 3. Standard Transmittals
 - Figures 3A-1 through 3A-3 - Memos from ADO to FAA Regional Offices Coordinating Documents
 - Figures 3B-1 through 3B-6 - Memos from ADO to AGC-10 transmitting Federal Register Notices
 - Figures 3C-1 through 3C-6 - Federal Register Notices of FAA Actions
 - Figure 3D - ADO Transmittal Memo and Record of Approval
 - Figures 3E-1 through 3E-6 - Letters to Sponsors Regarding FAA Actions.
 4. Resolution of Comments (Internal Use Only)

NOTE: Figure 3 standard transmittals are to be localized to the appropriate Airports District Office. It is our intention to provide a disk version to each ADO which can be localized to their requirements.

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1. Background. Since the inception of the FAR Part 150 noise compatibility planning process in the early 1980's, the FAA regions have assumed an increasingly responsible role in the processing and approval of sponsor documents involved in the process. As on any new activity, evolution necessarily occurs as follows:

1. Legislation
2. Development of implementing regulation
3. Promulgation of policy based on regulation
4. Refining of policy occurs continuously
5. Education of the organization (top down) in policy application
6. Continuous implementation

In the FAA Great Lakes Region all quality control, processing and approval of Sponsor submittals to the Agency under FAR Part 150 have in the past been managed by the Regional Staff (specifically AGL-610), and, the AIP investments in these projects involving Federal funds were managed by the Airport District Offices (ADO's).

This policy has been primarily successful in that it assured consistency and generally dealt with a limited number of 150 projects. Recognizably, we no longer have a "limited" number of projects anymore. After a number of years of training availability, we recognize that our district projects managers enjoy increased skills and professional expertise in noise planning.

The FAA Great Lakes Region - Airports Division has also invested in high grade personnel and material resources in our district offices, placing these resources as close to the customer as possible. The Regional Division staff in the noise planning area is necessarily limited to functional activity in the development of policy, and shall support the operational activity which is best performed in the district offices (and again, close to the customer). Delegated authority has been recently examined, and all FAR Part 150 action approval/processing action authority placed on our ADO's.

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This PPM is promulgated to provide substantive guidance to the ADO's regarding approval/processing of FAR Part 150 actions. It is intended to insure both consistency and the enhancement of responsiveness. It is intended to provide more "detailed" guidance than found in draft Order 1000.4A, paragraph 7f; and to allow for easy future update of division policy in lieu of revisions via 1000.4A supplement.

2. Policy/Procedures. This PPM provides further detailed procedures for the timely and standardized management of ADO agency actions pursuant to FAR Part 150. The basic requirements/procedures for the Airports Division - Great Lakes Region are outlined in paragraph 7f, Order 1000.4A, Memorandum of Understanding dated 5/7/92.

3. Delegation of Authority. Specific delegations of authority are referenced in paragraph 7f, Draft Order 1000.4A dated 10/1/90; and are specifically authorized at the ADO level via FAA Great Lakes Regional Order 1100.55A dated 10/1/90, Delegation of Authority - Airports Division.

4. Noise Exposure Map (NEM) Processing. The ADO shall take the following action pertaining to NEM (reference 1 above, para 7f.(c): and figure 1):

(1) After any initial review (including sponsor preparation of the checklist), the ADO shall coordinate with AGL-220, AGL-420, and AGL-530. Where changes are necessary in the NEM documentation, the ADO shall communicate the necessary revisions to the airport sponsor. If major conflicts arise during the coordination, the ADO may request AGL-610's assistance.

(2) The following determinations related to NEM's shall remain with AEE-1 per FAA Order 1100.154A, Appendix 4, paragraph 3.c.(2)(a). If any of these considerations are involved, the ADO shall obtain AEE-1 approval through AGL-610 prior to the compliance determination described in item (3) below. AEE-1 determinations are:

a. FAA approval of the use of a noise model other than Integrated Noise Model or Air Force Noise Map.

b. FAA verification of the correct use of noise models when questions arise concerning possible adjustments or "calibration."

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b. FAA verification of the correct use of noise models when questions arise concerning possible adjustments or "calibration."

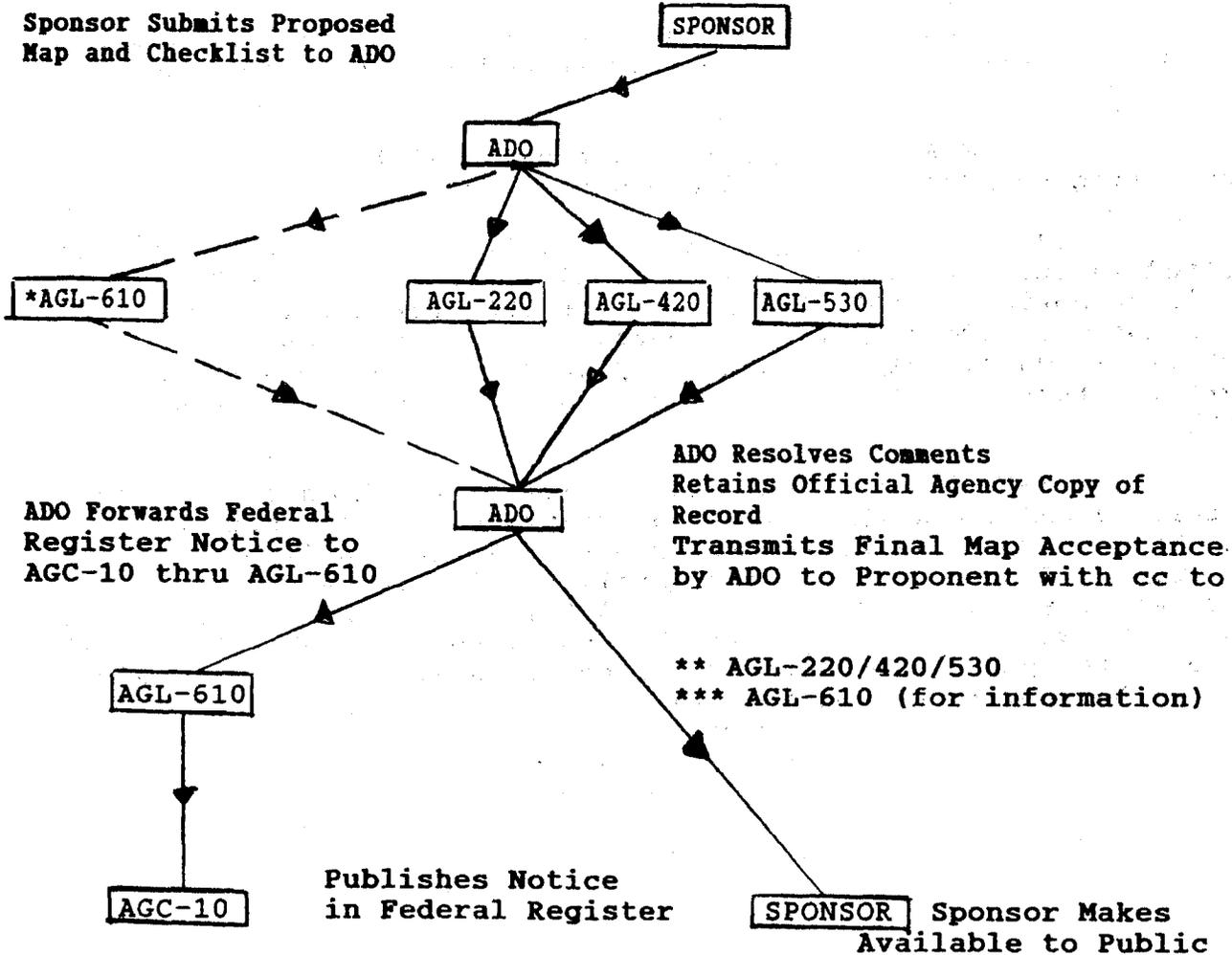
c. FAA determination of acceptability of substitution of one aircraft type for another contained in the noise model data base.

d. FAA determination of acceptability of noise monitoring not done in accordance with Part 150.

(3) After resolution of comments and/or determinations listed in item (2) above, the ADO shall forward a Federal Register Notice to AGC-10, through AGL-610, for publication. This notice, signed by the ADO Manager, announces FAA's determination of compliance/noncompliance of the NEM with FAR Part 150 requirements and FAA's acceptance/non-acceptance of the NEM.

(4) The ADO shall send a letter to the airport owner regarding FAA's determination and acceptance/non-acceptance of the NEM. A copy of the Federal Register Notice shall be enclosed. Copies of the letter shall be distributed for informational purposes to AGL-610, AGL-220, AGL-420, and AGL-530. The NEM documentation shall also be sent to AGL-610 at this time; although, it may have been supplied previously to AGL-610 if the ADO had requested assistance.

FIGURE 1. FAR PART 150 FLOWCHART FOR AIRPORTS ACTIONS - MAP ACCEPTANCE
 (See also Reference 1, Figure 6a)



*** TRANSMITS TO AGL-610 ONLY IF MAJOR CONFLICTS ARISE DURING COORDINATION, AND ASSISTANCE IS NEEDED FOR RESOLUTION.**

**** AGL-220/420/530 REQUIRE ONLY A COPY OF THE COVER TRANSMITTAL TO THE SPONSOR NOT A COPY OF THE MAP.**

***** PROVIDE AGL-610 A COPY OF THE TRANSMITTAL AND THE NEM DOCUMENTATION (IF NOT PREVIOUSLY PROVIDED) FOR INFORMATION PURPOSES.**

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5. Noise Compatibility Programs (NCP) processing NOT INVOLVING mandatory use restrictions. The ADO shall take the following actions pertaining to NCP's not involving mandatory use restrictions (reference 1 above, paragraph 7f(d): and figure 2A)

(1) After any initial review of the NCP (including sponsor prepared checklist and NCP Summary), the ADO shall prepare a draft NCP Record of Approval package and coordinate the NCP and draft approval package with AGL-220, AGL-420, and AGL-530. The ADO shall then finalize the proposed NCP Record of Approval, coordinate with the airport sponsor if changes are necessary in the NCP documentation and re-coordinate, where necessary, with AGL-220, AGL-420, and AGL-530. If major conflicts arise during coordination or unusual issues arise in preparing the approval package, the ADO may request AGL-610's assistance.

(2) After resolution of comments, the ADO shall forward a Federal Register Notice to AGC-10, through AGL-610, for publication. This notice, signed by the ADO Manager, announces FAA's determination of compliance/non-compliance of the NCP with FAR Part 150 requirements and FAA's acceptance/non-acceptance of the NCP. It also initiates the formal 180-day review period. On combined NEM/NCP submission, this action may be incorporated into the NEM compliance determination action.

(3) The ADO shall send a letter, signed by the ADO Manager, to the airport owner regarding FAA's determination and acceptance/non-acceptance of the NCP for formal review. A copy of the Federal Register Notice shall also be enclosed. Copies of the letter shall be distributed for informational purposes to AGL-610, AGL-220, AGL-420, and AGL-530. The NCP documentation shall be sent to AGL-610 at this time; although, it may have been supplied previously to AGL-610 if the ADO had requested assistance.

(4) After the 60-day formal public review period and at least 60 days before the end of the 180-day deadline, the ADO Manager will provide NCP Record of Approval recommendation to ARP-1 through AGL-610.

(5) Final approval of the individual measures in a NCP shall be provided by the Assistant Administrator for Airports (ARP-1), with the concurrence of the Assistant Administrator for Planning, Policy and International Aviation (API-1) and Chief Counsel (AGC-1).

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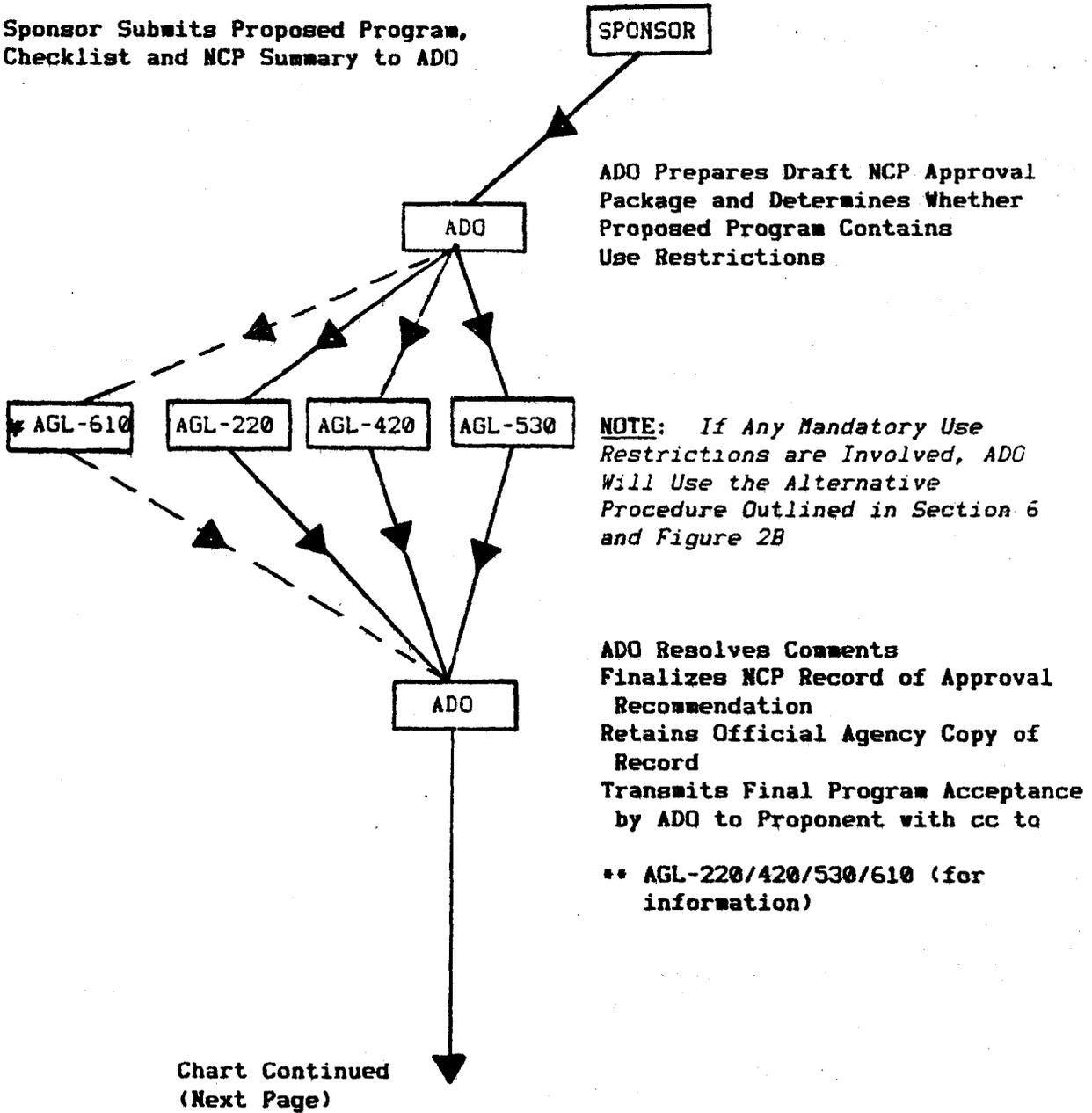
(6) After approval/disapproval by ARP-1, the ADO shall forward a Federal Register Notice to AGC-10, through AGL-610, for publication. This notice, signed by the ADO Manager, announces the FAA's approval/disapproval of the NCP.

(7) The ADO shall send to the airport owner a letter announcing FAA approval/disapproval of the NCP. A copy of the Record of Approval and the Federal Register Notice shall also be enclosed. The ADO then shall distribute copies of the letter for informational purposes to AGL-610, AGL-220, AGL-420, and AGL-530. Copies of the Record of Approval shall also be attached.

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FIGURE 2A. FAR PART 150 FLOWCHART FOR AIRPORTS ACTIONS - PROGRAM ACCEPTANCE AND APPROVAL, NOT INVOLVING MANDATORY USE RESTRICTIONS (See also Reference 1, Figure 6b)

Sponsor Submits Proposed Program, Checklist and NCP Summary to ADO



- * TRANSMITS TO AGL-610 ONLY IF MAJOR CONFLICTS ARISE DURING COORDINATION, AND ASSISTANCE IS NEEDED FOR RESOLUTION.
- ** AGL-220/420/530/610 RECEIVE A COPY OF THE COVER TRANSMITTAL TO THE SPONSOR FOR INFORMATION PURPOSES.

FIGURE 2A. (Cont.) FAR PART 150 FLOWCHART FOR AIRPORTS ACTIONS - PROGRAM ACCEPTANCE AND APPROVAL, NOT INVOLVING MANDATORY USE RESTRICTIONS

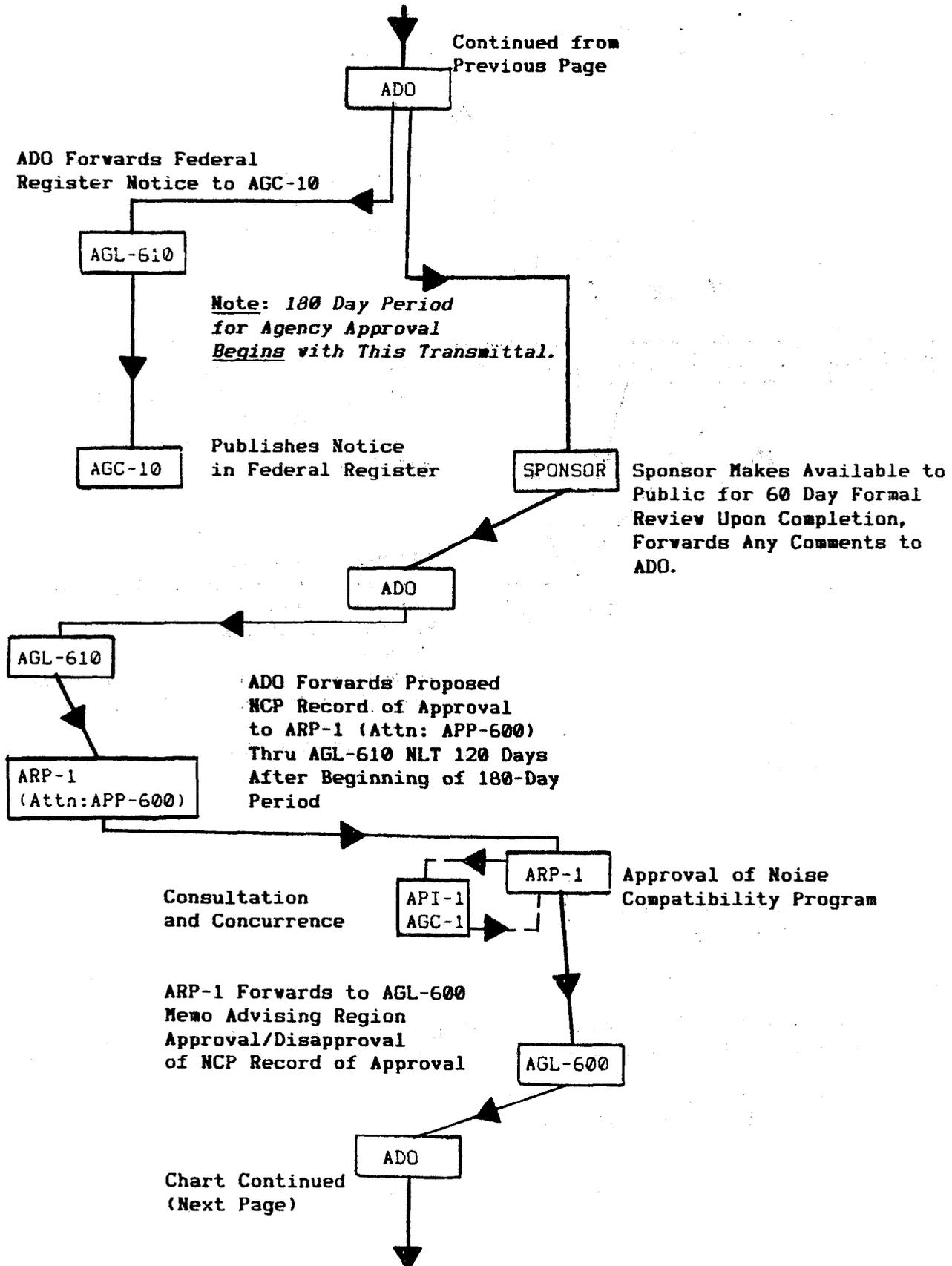
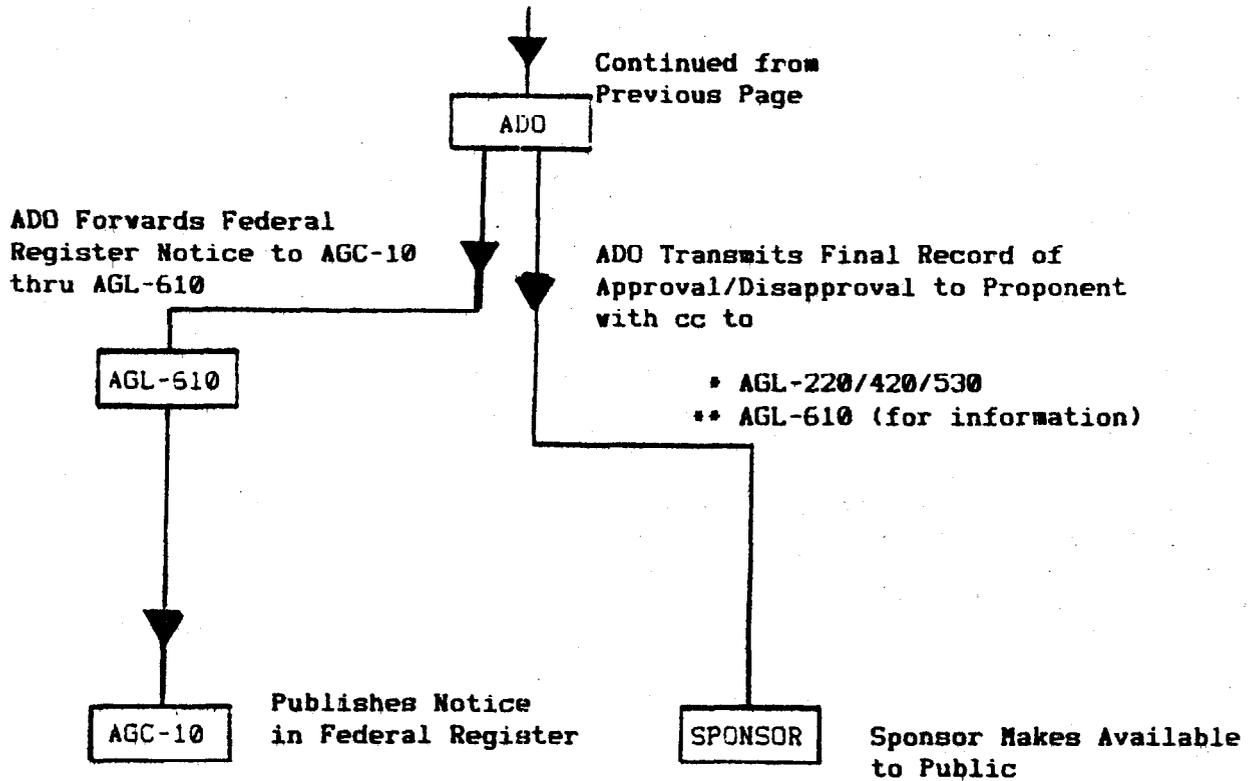


FIGURE 2A. (Cont.) FAR PART 150 FLOWCHART FOR AIRPORTS ACTIONS - PROGRAM ACCEPTANCE AND APPROVAL, NOT INVOLVING MANDATORY USE RESTRICTIONS



- * AGL-220/420/530 REQUIRE A COPY OF THE COVER TRANSMITTAL TO THE SPONSOR AND A COPY OF THE RECORD OF APPROVAL FOR THE NOISE COMPATIBILITY PROGRAM.
- ** PROVIDE AGL-610 ONLY A COPY OF THE TRANSMITTAL FOR INFORMATION PURPOSES. A COPY OF THE RECORD OF APPROVAL SHOULD NOT BE INCLUDED.

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6. Noise Compatibility Programs (NCP) processing INVOLVING mandatory use restrictions. The ADO shall take the following actions pertaining to NCP's involving mandatory use restrictions (reference 1 above, paragraph 7f(e): and figure 2B):

(1) After initial review of the NCP (including sponsor prepared checklist and NCP Summary), the ADO shall prepare a draft NCP Record of Approval package and coordinate the NCP and draft approval package with AGL-220, AGL-420, and AGL-530. If major conflicts arise during this coordination or unusual issues arise in preparing the approval package, the ADO may request AGL-610 assistance.

(2) After resolution of regional comments, the ADO shall submit two copies of NCP to ARP-1, the extra copy going to AEE-1. Included with this submittal shall be a memo to ARP-1 (Attn: APP-600), through AGL-610, with recommendations concerning acceptability to start formal review period based upon a preliminary assessment of the mandatory use restriction. ARP-1, where appropriate, will consult with AEE and AGC regarding acceptability. If problems arise during the coordination, the ADO may request AGL-610's assistance.

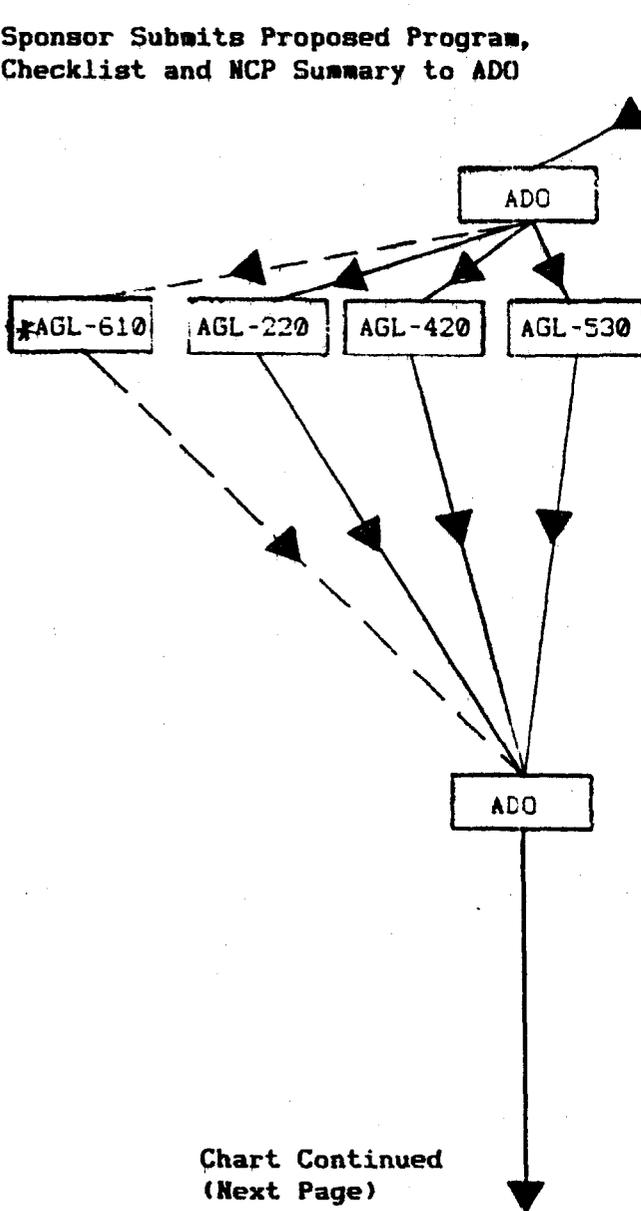
(3) After receipt of ARP-1 advice regarding acceptability of NCP for formal review, the ADO shall finalize the proposed NCP Record of Approval recommendation, coordinate with the airport sponsor if changes are necessary in the NCP documentation and re-coordinate, where necessary, with AGL-7, AGL-220, AGL-420, and AGL-530. If problems arise during the coordination, the ADO may request AGL-610's assistance.

(4) After resolution of any comments, the ADO shall forward a Federal Register Notice to AGC-10, through AGL-610, for publication. This notice, signed by the ADO Manager, announces FAA's determination of compliance/non-compliance of the NCP with FAR Part 150 requirements and FAA's acceptance/non-acceptance of the NCP. It also initiates the formal 180-day review period. On combined NEM/NCP submission, this action may be incorporated into the NEM compliance determination action.

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FIGURE 2B. FAR PART 150 FLOWCHART FOR AIRPORTS ACTIONS - PROGRAM ACCEPTANCE AND APPROVAL INVOLVING MANDATORY USE RESTRICTIONS (See also Reference 1, Figure 6b)

Sponsor Submits Proposed Program, Checklist and NCP Summary to ADO



ADO Prepares Draft NCP Approval Package and Determines Whether Proposed Program Contains Use Restrictions

NOTE: *If Any Mandatory Use Restrictions are Involved, ADO Will Request AGL-610's Assistance to Facilitate Consultation With Headquarters (and AGL-7, If Needed), Prior to FAA's Acceptance of the Final Program. ARP-1 Will Accomplish Any Necessary Internal Headquarters Review.*

ADO Resolves Comments, Including Use Restrictions
 Finalizes NCP Record of Approval Recommendation
 Retains Official Agency Copy of Record
 Transmits Final Program Acceptance by ADO to Proponent with cc to

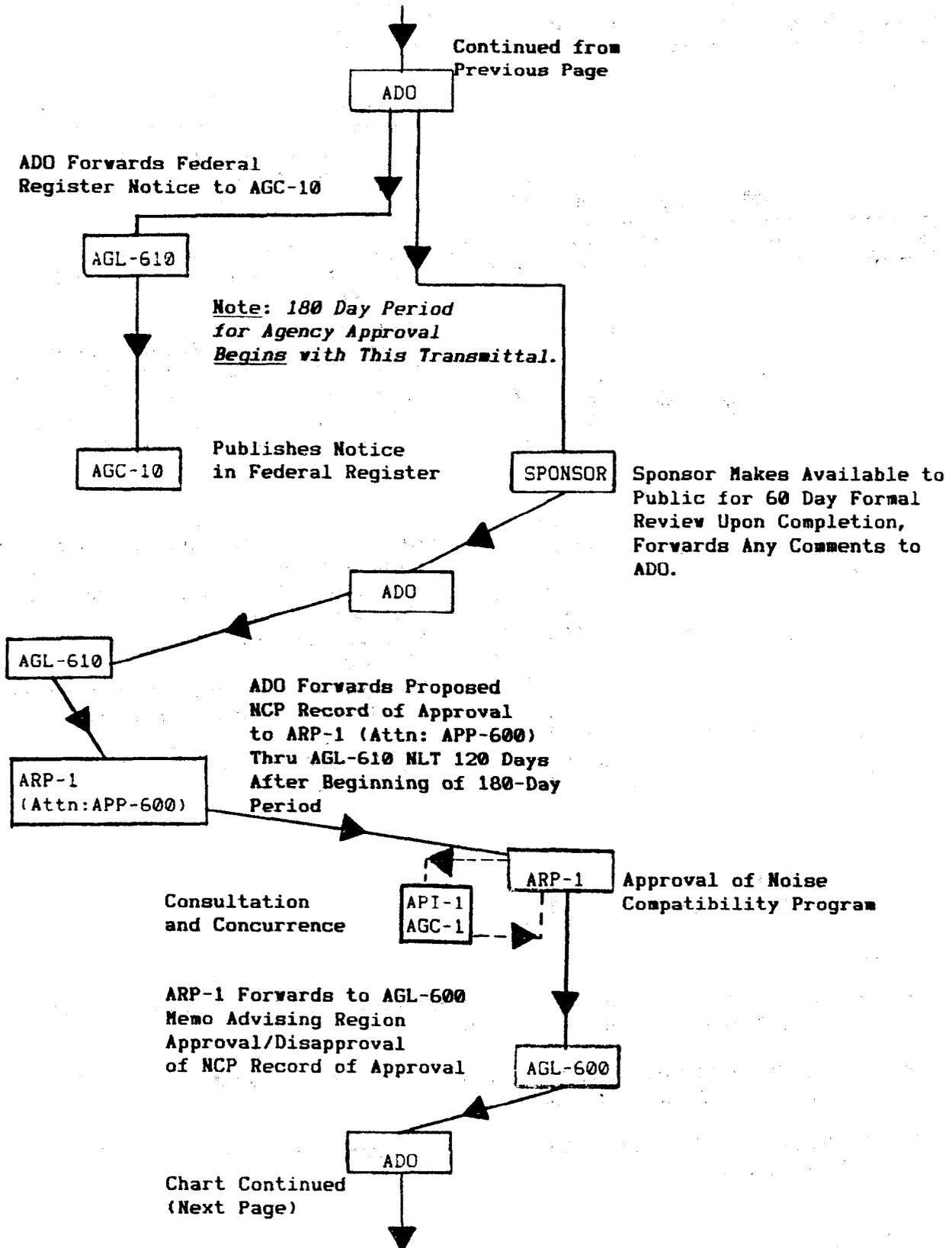
- ** AGL-220/420/530/610 (for information)
- *** AGL-7 (for information)

Chart Continued (Next Page)

- * TRANSMITS TO AGL-610 ONLY IF MAJOR CONFLICTS ARISE DURING COORDINATION, AND ASSISTANCE IS NEEDED FOR RESOLUTION.
- ** AGL-220/420/530/610 RECEIVE A COPY OF THE COVER TRANSMITTAL TO THE SPONSOR FOR INFORMATION PURPOSES.
- *** TRANSMITS TO AGL-7 (THROUGH AGL-610) IF MANDATORY USE RESTRICTIONS ARE INVOLVED.

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FIGURE 2B. (Cont.) FAR PART 150 FLOWCHART FOR AIRPORTS ACTIONS - PROGRAM ACCEPTANCE AND APPROVAL, INVOLVING MANDATORY USE RESTRICTIONS



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(5) The ADO shall send a letter, signed by the ADO Manager, to the airport owner regarding FAA's determination and acceptance/non-acceptance of the NCP for formal review. A copy of the Federal Register Notice shall also be enclosed. Copies of the letter shall be distributed for informational purposes to AGL-610, AGL-220, AGL-420, and AGL-530. The NCP shall also be sent to AGL-610 at this time; although, it may have been supplied previously to AGL-610 if the ADO had requested assistance. On combined NEM/NCP submission, this action may be incorporated into the NEM compliance determination action.

(6) After the 60-day formal public review period and at least 60 days before the end of the 180-day deadline, the ADO Manager will provide Record of Approval recommendation to ARP-1, through AGL-610.

(7) Final approval of the individual measures in a NCP shall be provided by the Assistant Administrator for Airports (ARP-1), with the concurrence of the Assistant Administrator for Planning, Policy and International Aviation (API-1) and Chief Counsel (AGC-1).

(8) After approval/disapproval by ARP-1, the ADO shall forward a Federal Register Notice to AGC-10, through AGL-610, for publication. This notice, signed by the ADO Manager, announces the FAA's approval/disapproval of the NCP.

(9) The ADO shall send to the airport owner (or state aeronautical agency, if state is acting as agent for the sponsor) a letter announcing agency approval/disapproval. A copy of the Record of Approval and the Federal Register Notice shall be enclosed. The ADO then shall distribute copies of the letter for information purposes to AGL-610, AGL-220, AGL-420, and AGL-530. Copies of the Record of Approval shall also be attached.


W. Robert Billingsley
Manager, Airports Division

APPENDIX 1

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

1100.154A

6/12/90

SUBJ: DELEGATIONS OF AUTHORITY

1. PURPOSE. This order contains delegations of authority to agency officials. However, it is not all-inclusive. The intent is to address critical areas of authority left uncovered due to straightlining.

2. DISTRIBUTION. This order is distributed to the branch level in Washington, regions, and centers with a limited distribution to all field offices and facilities.

3. CANCELLATION. Order 1100.154, Interim Delegations of Authority, dated August 24, 1988, is canceled.

4. BACKGROUND. With the decision to restructure Washington headquarters and to implement straightline reporting of regional program divisions, the delegations of authority that were in effect and appropriate to the old organizational structure required extensive modifications. These delegations will eventually be incorporated into directives which cover specific subject matters. For example, delegations covering incentive awards and pay should be included in revisions to Orders 3450.7E, Incentives Awards Program, and Order 3550.10, Pay Administration General, respectively. The same holds true for other delegations. Any delegations not included in this order remain in effect.

5. EXPLANATION OF CHANGES. This order has been revised to include:

a. A consolidated matrix of common delegations to regional program division managers and Assistant Chief Counsels.

b. Separate appendixes containing the individual authorities delegated to the regional program division managers and Assistant Chief Counsels from the Executive Director for Regulatory Standards and Compliance, the Chief Counsel, the Associate Administrators for Air Traffic and Airway Facilities, and the Assistant Administrator for Airports.

c. Authority for clearing draft national directives.

d. Authority for selecting regional program division manager positions and Assistant Chief Counsel positions.

e. Authority for approving permanent change-of-station (PCS) orders/vouchers and international travel for regional program division managers and Assistant Chief Counsels.

f. Authority for signing administrative items which cross program lines in the regions.

6. GENERAL DELEGATIONS OF AUTHORITY.

a. **Executive Directors.** With respect to all matters within the Executive Director's sphere of responsibility, each Executive Director is authorized to:

(1) Take action and issue orders in the name of the Administrator, except for those matters for which the Administrator has specifically reserved authority or otherwise provided.

(2) Represent the Administrator.

APPENDIX 4. DELEGATIONS OF AUTHORITY FOR REGIONAL AIRPORT DIVISION MANAGERS

1. PURPOSE. This appendix describes delegations of authority and management/functional relationships implementing the agency reorganization and establishing straightline reporting of regional Airports Divisions to the Assistant Administrator for Airports, ARP-1.

2. SPECIAL RELATIONS. The regional Airports Division manager is expected to play an active, effective, and supportive role within the regional structure. Each manager will keep his/her regional administrator informed on significant program activities in an effective and timely manner. In addition, in regard to program implementation, the headquarters offices (Office of Airport Safety and Standards (AAS) and Office of Airport Planning and Programming (APP)) will establish program guidance and Regional Airports Division managers will administer the programs in accordance with these guidelines.

3. SUMMARY OF CHANGES.

a. Organization. The Assistant Administrator for Airports has assumed primary line management responsibility for control of Airports regional personnel and financial resources, key management selections, program objectives, and executive and management performance standards.

b. Reporting Lines. The regional Airports Division managers report to the Assistant Administrator for Airports, ARP-1.

(1) Changes to division managers' position descriptions should be made to reflect the new reporting line.

(2) Performance standards for regional division managers will be developed in collaboration with the Deputy Assistant Administrator for Airports, ARP-2, following review of program goals and objectives. First- and second-level rating officials are ARP-2 and ARP-1, respectively. In addition, regional administrators will have input to regional Airports Division managers performance appraisal process as relates to regional management responsibilities that cross organizational lines and/or local accomplishments.

(3) Performance standards for the assistant division manager should be developed and submitted for approval to ARP-2, who is the second-level rating official.

c. Delegations of Authority.

(1) Authority is delegated to the Regional Airports Division managers to administer, in accordance with headquarters policy, the Airport Certification Program including approving FAA Form 5280-2, Airport Operating Certificate, and amendments to airport certification manuals or airport certification specifications.

(2) Authority is delegated to the regional Airports Division managers to issue all Federal Aviation Regulations, Part 150 program notices in the Federal Register; to find noise exposure maps in compliance with Part 150; and to do preliminary reviews of noise compatibility programs to start the 180 days, with the following exceptions:

(a) Noise Exposure Maps. The Office of Environment and Energy (AEE) continues to have sole responsibility for approving the use of a noise model that does not already have blanket approval by that office; verifying the correct use of noise models when questions arise concerning possible adjustments or calibration made outside of AEE; determining the technical acceptability of substituting one aircraft for another in the noise model; and determining the acceptability of noise monitoring not done in accordance with Part 150, A150.5.

(b) Noise Compatibility Programs. For those Noise Compatibility Programs which contain proposed mandatory use restrictions, coordination with the Office of Airport Planning and Programming (APP-600) is required before the FAA region makes a determination of the sufficiency of the documentation for the 180-day review period. Mandatory use restrictions include, but are not limited to, time-of-day restrictions or curfews; denial of the use of the airport or specified runways on an airport for noise reasons; cumulative or single-event noise limitations for an airport or for a specified runway on the airport; airport or runway capacity limitations for noise reasons; and other types of differential treatment of users based on noise, including operating fees.

(3) Authority is delegated to the regional Airports Division managers to approve all environmental findings and documents for which the Airports program has the lead responsibility, except those environmental impact statements specifically enumerated in paragraph 3c(4)(j).

(4) Regional Airports Division managers have full authority to take any action with respect to their function and assigned responsibilities subject only to specified limits described in paragraphs 3c(4)(a) through 3c(4)(n). Regional Airport Division managers shall not:

(a) Approve entry in the National Plan of Integrated Airport Systems of new airports accounting for 0.05 percent or more of total national enplanements.

(b) Add a new project to the Airport Improvement Program for development at an airport other than primary if the cumulative Federal share during a fiscal year exceeds \$1 million, nor modify a project to cause the cumulative Federal share during a fiscal year to exceed \$1 million.

(c) Add a new project to the Airport Improvement Program for development of primary airports if cumulative discretionary funds during a fiscal year exceed \$2.5 million, nor modify a project to cause the cumulative discretionary share during a fiscal year to exceed \$2.5 million.

(d) Divert any Airport Improvement Program funds to an airport site other than that for which it was intended when the allocation was approved.

(e) Add any integrated airport system planning project to the Airport Improvement Program if the Federal share exceeds \$250,000.

(f) Add an item of development or planning effort to a programmed project if such item was previously disapproved at the Washington level.

(g) Increase an allocation when funding requires an increase in funds of another Federal agency until that other agency has authorized the increase in its supplemental grant.

(h) Change or modify the standard terms and provisions of the form of Application for Federal Assistance, Grant Agreement, and Federal Assistance (Standard Form 424).

(i) Terminate any Grant Agreement for planning or development for cause without prior concurrence of the Associate Administrator for Airports when such concurrence is requested upon headquarters review of the termination proposal.

(j) Approve final environmental impact statements or supplements to final environmental impact statements subject to Section 102(2)(C) of the National Environmental Policy Act of 1969 for the following actions, unless specifically delegated on a case-by-case basis:

1. Any new airport serving a metropolitan area (construed as a standard metropolitan statistical area (SMSA) unless specifically directed otherwise).

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2. Any new runway or major runway extension at a commercial service airport located in an SMSA.

3. Any action for which a Federal, State, or local government agency has expressed opposition on environmental grounds.

4. Any project for which a notice of intended referral to the Council on Environmental Quality has been received from another Federal agency and the objections of that agency have not been resolved.

(k) Release an entire airport from all of the terms and conditions of a Grant Agreement, Surplus Property Instrument of Disposal, or a deed issued pursuant to Section 16 of the Federal Airport Act, Section 23, of the Airport and Airway Development Act, or Section 516 of the Airport and Airway Improvement Act.

(l) Recommend to the General Services Administration classification and disposal of surplus real property for airport revenue-producing purposes when the property will not be included within the boundary of the airport.

(m) Take an agency position on an airport-use restriction proposal without prior coordination with the Assistant Administrator for Airports.

(n) Approve or disapprove an airport noise compatibility program submitted under Federal Aviation Regulations, Part 150, Airport Noise Compatibility Planning.

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d. **Communications.** Straightlining will require new lines of communications and new tools and methods for timely exchange of information between the Washington associate and assistant administrators and regional division managers. It is imperative that effective communication across regional division lines and program boundaries be continued and that the regional administrators are kept well informed on programmatic changes. Primarily, communications between the regional division manager and the regional administrator will involve information sharing and coordination of support services.

(1) **Teleconferences.** All teleconferences that have been established will remain in effect.

(2) **Program Reviews.** Regular program reviews and management conferences will be established between regional Airports Division managers and the assistant level in Washington. In addition, interface with regional administrators will be continued during the Quarterly Fiscal Summary Report reviews for information purposes.

e. **Support Services.** The Executive Directors have agreed that support services provided to Airports organizations, as well as services which Airports organizations provide to other organizations reporting to AXA, AXR, AXO, AXQ, and AXD will continue. Any new Airports-initiated programs and changes to currently planned programs that require additional support resources should be coordinated across affected organizational boundaries to assess impact prior to proceeding.

f. **Budget.**

(1) In general, agency formulation and executive processes will be followed.

(2) Regional managers are delegated authority to reprogram funding by object class to meet program accomplishment needs within their financial plans except that no adjustments shall be made in the annual funding levels required for personnel and benefit costs except to decrease PC&B for lapse on a quarterly basis. Funds shall not be reprogrammed to nonairports organizations without prior approval of the Assistant Administrator for Airports.

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g. Personnel Impact. The realignment of organizational functions is intended to be transparent to the field and will have minimal impact on field operating elements. The major change is the reporting relationships of the regional program divisions. ARP-1 will keep headquarters and regional personnel informed as refinements to the organizations are made to facilitate an understanding of changed responsibilities and functional flows.

16-8 PROGRAM MANAGEMENT STAFF. The Program Management Staff:

a. Develops, and following the Chief Counsel's approval, administers, and provides staff support services for Chief Counsel policies and systems pertaining to:

(1) Program planning guidelines for all segments of the office and field counterparts.

(2) Budget and financial management.

(3) Organization and staffing.

(4) Personnel management, training, and utilization.

(5) Paperwork management and general administrative services.

(6) Management information systems.

(7) Security.

(8) Slot Management System.

(9) Information resources management.

(10) Federal Register liaison.

b. Advises and assists the Chief Counsel and other executive personnel of the office and its regional counterparts on management problems and actions within the purview of the office.

c. Provides management analysis and related management and central analytical services for the office.

d. Provides a focal point for consultation and coordination between the office and other offices on matters of administration, and with offices and services on development and revision of major procedures which cross organizational lines.

e. Maintains and administers the official rule-making, enforcement, and litigation dockets of the agency (rules, proposed rules, exemptions, enforcement orders, etc., other than those issued in the regions).

16-9 LEGISLATIVE STAFF. As the principal element of the Office of the Chief Counsel for handling agency legislation, the staff:

a. Prepares and conducts the FAA Legislative Program.

b. Represents the agency with respect to all other legislative matters affecting the agency (except Congressional liaison and budgetary matters), includ-

ing bills, resolutions, legislative proposals, executive orders, proclamations, and related matters.

c. Develops, drafts, coordinates, and prepares testimony or reports on both the legislative program of the agency and all other legislation which is of interest to the agency.

d. Keeps the Administrator and the agency informed on the status of legislation and related matters affecting FAA.

e. Provides legal guidance on the preparation and presentation of the FAA budget.

f. Monitors the agency's regulatory program and advises the Administrator and others on the status of the regulatory program.

g. Provides direction, guidance, and coordination as appropriate on the publication of summaries of petitions for exemptions and rulemaking.

h. Interprets and issues guidelines on the non-legal aspects of the DOT regulatory procedures and acts as liaison between FAA and OST on the non-legal aspects of regulatory matters such as the Regulatory Agenda, Regulatory Program, coordination of program packages and related OST actions.

16-10 GENERAL LEGAL SERVICES DIVISION. The division:

a. Serves as the principal element of the Office of the Chief Counsel providing legal counsel, service, and assistance on matters of general law, personnel, labor and employee relations, internal equal employment opportunity legal issues, airports, environmental law, and civil rights legal programs.

b. With respect to the foregoing:

(1) Reviews general laws, rules, regulations, and orders governing the legal aspects of the method and manner by which agencies of the Government perform their functions, including the use of appropriated funds, basic authority of the agency to acquire, use, or dispose of personal services, conflicts of interest, the preparation of FAA submissions to the Comptroller General, the Attorney General, and other Government agencies on requests for legal determinations.

(2) Provides legal advice and counsel on questions arising under all laws applicable to the operation and programs of the agency.

(3) Provides legal advice and counsel on questions of conflicts of interest and employee responsibilities and conduct; all aspects of the Freedom of Information Act, Privacy Act, and Federal Advisory

SUPPLEMENT

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
GREAT LAKES REGION**

1050.11A GL SUP 2

4/13/89

SUBJ: NOISE CONTROL PLANS

GL1. PURPOSE. This supplement establishes the Great Lakes Region's policy and procedures for processing airport proprietor noise control plans. It also defines responsibilities in processing other noise control actions in accordance with Order 1050.11A. The supplement describes the role of the Airports Division in airport noise compatibility planning conducted under FAR Part 150 pursuant to the Aviation Safety and Noise Abatement Act of 1979 (ASNA). Finally, this supplement explains the functions of FAA field offices in dealing with the public relative to noise control actions or noise compatibility programs.

GL2. BACKGROUND. Prior to the enactment of ASNA, the Regional Planning Staff, reorganized in April 1988 as the Policy and Legislative Affairs Branch, was the focal point for processing all noise control plans in the Great Lakes Region. ASNA authorized the availability of funding from the airports grant-in-aid program for noise compatibility planning and implementation programs conducted in accordance with FAR Part 150. Funding for certain projects contained in noise compatibility programs developed prior to ASNA is authorized under certain circumstances. The Airports Division is designated the focal point for noise exposure maps and noise compatibility programs prepared in accordance with FAR Part 150. The Policy and Legislative Affairs Branch remains the focal point for all noise control actions taken outside Part 150 studies.

Page Control Chart

Remove Pages	Dated	Insert Pages	Dated
5-GL1, GL2	10/16/87	4-GL1, GL2	


T. P. Forte
Regional Administrator

*FW
7-25-89*

ORDER

file
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

2-20
1050.11A

1/13/86

SUBJ: NOISE CONTROL PLANNING

1. PURPOSE. This order contains Federal Aviation Administration (FAA) policies and procedures and assigns internal FAA responsibilities in relation to the review of airport noise control plans and programs, including noise abatement procedures and compatible land use controls around airports, in accordance with FAR Part 150, Airport Noise Compatibility Planning. It provides direction to FAA personnel in terms of their responsibilities to review and, where appropriate, assist in the development of local aviation noise abatement procedures.

2. DISTRIBUTION. This order is distributed to the branch level in the Offices of Environment and Energy, Airport Planning and Programming, Airport Standards, Public Affairs, International Aviation, Airworthiness, Flight Operations, Rotorcraft Program Office, Aviation Safety, and Chief Counsel, the Air Traffic Operations, Air Traffic Plans and Requirements, Program Engineering and Maintenance, and System Engineering Services; Metropolitan Washington Airports; branch level in Air Traffic, Airway Facilities, Flight Standards, Airports, Aircraft Certification Divisions, Regional Counsel, and Planning and Appraisal Staffs in the regions; division level in the centers; and a limited distribution to all field offices and facilities.

3. CANCELLATION. Order 1050.11, Noise Control Plans, dated June 9, 1977, is cancelled.

4. BACKGROUND. FAA directly controls aircraft noise at the source by setting noise limits for the certification of aircraft in FAR Part 36 and by enforcing noise compliance regulations in FAR Part 91. The DOT/FAA Aviation Noise Abatement Policy of November 18, 1976, sets forth general policy on noise control plans and proprietary use restrictions. Title I of the Aviation Safety and Noise Abatement Act (ASNA) of 1979 and FAR Part 150, which implements ASNA, provide for the voluntary submission by airport proprietors of Noise Exposure Maps and Noise Compatibility Programs.

5. EXPLANATION OF CHANGES. This revision:

a. Assigns FAA review responsibilities in relation to airport operator noise control planning, including noise abatement procedures, compatible land use around airports and heliports, and proprietary use restrictions.

Distribution: A-W(EE/PP/AX/IA/WS/FO/RO/SF/GC/TO/TR/PM/ES/MA)-3 Initiated By: AEE-110
A-X(AT/AF/FS/AS/GC/AP/CD)-3; A-YZ-2; A-FOF-O(LTD)

b. Provides additional guidance and elaborates upon FAA office and service responsibilities concerning noise abatement and noise control planning around airports and heliports resulting from reorganization within the agency.

c. Expands office, service, and regional responsibilities consistent with the regulatory requirements of FAR Part 150.

6. DEFINITIONS.

a. Airport. Any public use airport, not exclusively used by helicopters, as defined by ASNA and amended by the Airport and Airway Improvement Act of 1982, including:

(1) any airport which is used or to be used for public purposes, under the control of a public agency, the landing area of which is publicly owned;

(2) any privately owned reliever airport; and

(3) any privately owned airport which is determined by the Secretary to enplane annually 2,500 or more passengers and receive scheduled passenger service of aircraft, which is used or to be used for public purposes.

b. Airport Operator. Any person having the operational control of an airport.

c. Affected Units of Local Government. Each public agency and planning agency whose jurisdiction or responsibility is either wholly or partially within the Yearly Day-Night Average Sound Level (LDN) 65 boundary.

d. Citizen or User Participation. Methods by which any member of the general public or airport users can participate in Government decision-making, including exchange of information, opinions, and recommendations.

e. Noise Sensitive Area. Areas where aircraft noise may interfere with existing or planned use of the land. Whether noise interferes with a particular use depends upon the level of noise exposure and the types of activities which are involved. Residential neighborhoods, educational, health, and religious structures and sites, outdoor recreational, cultural, and historic sites may be noise sensitive areas.

f. Airport Noise Compatibility Program. That program developed in accordance with FAR Part 150 which includes the measures taken or proposed by the airport operator to reduce existing noncompatible land uses and to prevent the introduction of additional noncompatible land uses within the area.

g. Airport Noise Exposure Map. A scaled, geographic depiction of an airport, its noise contours, and surrounding area developed in accordance with FAR Part 150.

h. FAA Approved Equivalent. A method for identifying, calculating, measuring, developing, or preparing part or all of a noise exposure map where that method differs from the methods, specifications, or criteria required by Part 150. AEE must approve the use of equivalents.

i. Land Use Planning. A comprehensive planning activity carried out by State or local government, for all areas under its jurisdiction either wholly or partially within the 65 LDN noise contour, to identify the optimum uses of land and to serve as a base for the adoption of zoning or other land use controls.

j. Compatible Land Use. The use of land that is identified as normally compatible with the outdoor noise environment (or an adequately attenuated noise level reduction for the indoor activities involved) at that location, because the yearly day-night average sound level is at or below that identified for that or similar use under Appendix A of FAR Part 150.

k. Land Use Controls. Measures established by State or local government which are designed to carry out land use planning. The controls include, among other measures: zoning, subdivision regulations, planned acquisition including lease-back, easements, covenants or conditions in deeds or leases, building codes and issuance of building permits, and capital improvement programs, such as establishment of sewer, water, utilities, or other service facilities.

l. Airport Operator Use Restrictions. Action by an airport operator which establishes limits on the use of the airport in terms of the number, noise level, manner or time of aircraft operations at the airport.

m. Restrictions Relating To Flight Procedures. Any requirement, limitation, or other action affecting the operation of aircraft, in the air or on the ground.

n. Yearly Day Night Average Sound Level (LDN). The 24-hour average sound level, in decibels, for the period from midnight to midnight, obtained after the addition of 10 decibels to sound levels for the periods between midnight and 7 a.m., and between 10 p.m. and midnight, local time, as average over a span of 1 year. LDN is the noise metric determined by the FAA, as directed by the Aviation Safety and Noise Abatement Act of 1979, to be uniformly applied in measuring the noise at airports and the areas surrounding such airports.

o. Noise Attenuation of Buildings. The modification of structures to enhance their properties and characteristics to reduce exterior and interior noise through absorption, transmission loss, and reflection of sound energy.

p. Noise Level Reduction. A measurement of the effectiveness of structural shielding materials to reduce the amount of acoustical energy. For a given structure, NLR may vary with the source of frequency content.

7. SCOPE. This order applies to all relevant FAA activities including airport planning, facility planning, construction, aircraft flight rules, and air traffic control procedures.

8. POLICY. FAA encourages efforts to control noise and establish compatible uses of land around airports using FAR Part 150, and around heliports in guidance documents. Airport operators may develop and submit noise exposure maps and noise compatibility programs which consider alternative actions to control noise. All possible measures to reduce noise should be considered before airport restrictions are proposed. Airport operators are responsible for taking the lead in local aviation noise control plans including land use planning and the establishment of land use controls. FAA does not have land use control authority or responsibility; this responsibility and authority rests with State and local governments, particularly those who are also airport operators.

a. FAA shall:

(1) Provide for the reduction of aviation noise impact to the extent feasible, consistent with safety and the needs of the national air transportation system.

(2) Encourage development of noise compatibility programs and cooperate with airport operators, affected units of local government, airport users, and other interested parties in development and implementation of such programs found acceptable under FAR Part 150.

(3) Advise airport operators as to how airport use restrictions may affect the national air transportation system.

b. FAA shall not endorse airport use restrictions:

(1) That have not had prior FAA, public, and user review pursuant to or consistent with Part 150.

(2) Which are considered unsafe, unjustly discriminatory, or incompatible with efficient management of navigable airspace.

GL SUPPLEMENTAL PAGE

9-GL1. RESPONSIBILITIES.

a. Noise Control Actions Taken Outside Part 150 Studies

(1) Policy and Legislative Affairs Branch, AGL-5b, shall provide assistance to field facilities or directly to airport proprietors and local entities on policy issues and the technical aspects of noise control actions taken outside of an approved Part 150 study. Examples of such noise control actions include tower agreements on runway use, fanout procedures, etc. AGL-5b shall perform the functions of the regional noise abatement office, coordinate proposed noise control actions with the appropriate regional offices, including the Assistant Chief Counsel for the Great Lakes, and the Office of Environment and Energy.

(2) Field Offices, such as airports district or field offices, airport traffic control towers, and airway facilities sectors, have the most direct contact with airport proprietors and local entities. In this regard, it is their responsibility to provide the initial regional contact, assist where possible, and assure that the Policy and Legislative Affairs Branch, AGL-5b, is notified of proposed noise control actions. The Policy and Legislative Affairs Branch, AGL-5b, will review the actions for proprietary use restrictions, impact on interstate commerce, discrimination, and unsafe or incompatible use with respect to the management of the air navigation system.

b. Airport Noise Compatibility Planning Conducted Under FAR Part 150

(1) The Airports District and Airports Field Offices are the focal point of contact between the public and the FAA with respect to noise planning. They provide technical advice to airport proprietors in the preparation of noise exposure maps and noise compatibility programs and are the FAA receiving point for such documents.

GL SUPPLEMENTAL PAGE

(2) The Airports Division is designated as the lead office for implementing the Part 150 program. It is responsible for coordinating proposed plans and use restrictions with regional operating divisions and staffs, establishing deadlines for comments, consolidating regional responses, and coordinating with Washington headquarters as necessary.

(a) The Airports Division is responsible for coordination of the noise exposure map with headquarters and making a determination regarding its acceptability on the basis of a joint region/headquarters review. The recommendation to approve or disapprove a noise compatibility program shall be forwarded to headquarters under the Division Manager's signature.

(b) The Associate Administrator for Airport System Development, based on recommendations from the region and other available information, issues a determination approving or disapproving each airport noise compatibility program item. The noise maps submitted with the approved noise compatibility program are considered the new accepted noise exposure maps if specifically requested by the airport sponsor, otherwise those maps submitted earlier will remain the accepted noise exposure maps.

(c) The Airports Division will prepare the draft Federal Register notices for the determination on the compliant noise exposure maps, the receipt of a noise compatibility program conforming to FAR Part 150, and the approval/disapproval of the program. The draft notices shall be signed by the Division Manager and forwarded to the Assistant Chief Counsel for the Great Lakes (AGL-7). The latter will send the notice to the Office of Chief Counsel (AGC-204) to be transmitted to the Federal Register.

(3) Which pose an undue burden on interstate or foreign air commerce.

(4) Which do not provide significant noise relief for noncompatible land uses.

(5) Which are not supported by an appropriate noise impact analysis.

9. RESPONSIBILITIES.

NOTE: This action delegated to the ADO in the Great Lakes Region.

a. The regions shall:

(1) Work with airport operators, in cooperation with airport users, affected units of local government, and citizens by providing guidance and technical assistance in preparation of noise exposure maps and noise compatibility programs that conform to Part 150. Provide noise compatibility information and compatible land use criteria and guidance to all affected parties.

(2) Receive and conduct indepth evaluations of submitted noise exposure maps and noise compatibility programs submitted in accordance with Part 150, coordinating with APP and AEE for additional guidance as may be appropriate. Consult with the airport operator and/or affected local government planning agencies or the public, as appropriate and necessary.

(3) Consider, where appropriate, the establishment of local noise abatement procedures through air traffic control procedures or by installation of electronic approach aids. If noise abatement procedures are consistent with national environmental policy, and may be implemented without creating a safety hazard, without significantly affecting the efficient use and management of the navigable airspace or causing an undue burden on interstate commerce, take appropriate steps to implement or to aid in implementation of such procedures.

(4) Encourage effective land use controls by affected units of local government and other land use planning agency(s), and review local land use plans and controls for compatibility with airport operations to the extent possible. Provide available aviation operation information, as requested, to local agencies and local units of government.

(5) Cooperate with and assist the airport operator by providing available information as requested on: aircraft and engine technical data, safe operational procedures, acceptable and efficient noise abatement actions, citizen and user participation, conducting noise monitoring and modeling, and the development of noise compatibility programs.

(6) Subject to program fiscal constraints, provide financial assistance through appropriate grant programs and technical assistance in the development of noise exposure maps and the implementation of noise compatibility programs.

(7) Require assurance from airport operators, in connection with grants for airport development, that appropriate action has been or will be taken to restrict the use of land adjacent to or in the immediate vicinity of the airport. Use of such land should be limited to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft.

(8) Enforce compliance with representations made by airport operators in grant agreements with respect to land use compatibility and other assurances.

(9) Review proposed airport operator use restrictions and determine if such proposed proprietary use restrictions have the potential to significantly impact interstate or foreign air commerce, or if restrictions may be unjustly discriminatory, unsafe or incompatible with the operation and management of the national air transportation system.

(a) A restriction which has the potential to significantly impact interstate or foreign air commerce shall be forwarded promptly to APP for headquarters review by AEE, including appropriate studies on the impact of the restriction, and a course of action recommended.

(b) Advise the airport operator of agency determinations with respect to the restriction and assist in implementing approved restrictions, when appropriate and where data is available.

(10) Accept or reject noise exposure maps, in coordination with the Washington headquarters, and recommend the Administrator's approval or disapproval of noise compatibility programs.

(11) Evaluate requests from operators for use of equivalent measures and procedures in noise exposure maps and noise compatibility programs.

(12) Review flight procedures proposed for noise abatement purposes for any significant adverse effect upon safety, air commerce, and efficient management of the navigable airspace. Determine whether those flight procedures used in developing noise exposure maps and/or noise compatibility programs are acceptable for noise abatement purposes. Current guidance on acceptable noise abatement departure procedures is contained in FAA Advisory Circular 91-53, Noise Abatement Departure Profile; the Director of Flight Standards is the final approval authority for departure procedures that differ from those contained in AC 91-53.

(13) Upon approval of noise compatibility programs, apply the appropriate procedures to implement noise abatement measures which are within the purview of the FAA and are within available resources. Advise APP and AEE of all regional determinations regarding noise abatement procedures and airport operator use restrictions. Also advise APP and AEE of significant developments in the program relating to noise compatibility planning, land use controls, and airport operator use restrictions.

(14) Designate a noise abatement office or officer and develop appropriate mechanisms for coordinating noise control activities. The noise abatement office or officer assists Flight Standards in the preparation of environmental analysis of new or amended operation specifications that may significantly change the operational environment of an airport. The region will inform AEE of the name, routing symbol, and telephone number of the regional noise abatement office or officer.

b. The Aircraft Certification Directorates (ACE, ANM, ANE, ASW) shall:

(1) Perform national headquarters staff functions relative to the aircraft, aircraft engine and propeller type certification, production certification, and original airworthiness certification programs as required under Order 8000.51, Aircraft Certification Directorates.

(2) Determine compliance with the applicable noise standards that relate to their area of airworthiness authority. Regulatory aspects of the noise standards, technical guidance, and approval of equivalent means of compliance will continue to be the responsibility of the Office of Environment and Energy as detailed under Order 8000.51, Aircraft Certification Directorates.

(3) Confirm that all noise certification levels for aircraft certificated in the respective directorate have been forwarded to the Office of Environment and Energy within 30 days of certification as required by Order 8110.35A, Management of a Historical Database on Aircraft Noise Certification.

c. The Office of Airport Planning and Programming (APP) shall:

(1) Develop directives for the Airport Improvement Program to the extent authorized by statute for carrying out the policies of Part 150, Airport Noise Compatibility Planning, as detailed in Order 1050.11A, Noise Control Planning.

(2) Serve as the Washington headquarters contact point for the regions during review of noise exposure maps and noise compatibility programs by AEE, AGC, and other offices, as appropriate.

(3) Provide staff advice to the regions on requirements and procedures for implementing FAR Part 150, Airport Noise Compatibility Planning.

(4) Receive and review headquarters copies of noise exposure maps and noise compatibility programs from the regions.

(5) Coordinate the review of noise exposure maps and noise compatibility programs with AEE, AAT, AVS, AGC, and other appropriate offices, provide headquarters comments back to the regions, coordinate final headquarters concurrences on programs and forward them to the Administrator for approval.

(6) Develop and implement program guidance designed to achieve compatibility between aviation impacts and land use activities.

(7) Within statutory authority and funding availability, fund and establish priorities for those aspects of noise compatibility programs which are eligible for program assistance.

(8) Obtain land use compatibility assurances, provide for compliance with representations from airport proprietors where airport grants are involved, and develop guidance for compliance with these representations.

(9) Provide guidance in awarding grants and, as appropriate, award grants for noise compatibility planning to airport proprietors, and cooperate in the development of noise compatibility maps and programs.

(10) Coordinate significant airport noise compatibility activities with all appropriate offices.

d. The Office of Environment and Energy (AEE) shall:

(1) Be responsible for agency noise policy.

(2) Develop and issue technical guidance on noise measurement, prediction and impact, and noise land use compatibility planning for airports and heliports.

(3) Make technical decisions on the use of the Integrated Noise Model or equivalent methodologies.

(4) Provide guidance on agency policy, in coordination with APP, AGC, and other affected offices, regarding specific proposed airport use restrictions which have the potential to significantly impact interstate or foreign commerce.

(5) Make technical and policy evaluations concerning whether an action constitutes an undue burden on interstate or foreign commerce, in coordination with AGC.

(6) Review and evaluate noise exposure maps and noise compatibility programs in coordination with APP and AGC, and comply with all requirements as contained in FAR Part 150, Airport Noise Compatibility Planning.

(7) Review regional recommendations to the Administrator for approval or disapproval and submit comments to APP. May recommend rescinding determination of approval (for cause) on any Part 150 noise exposure map or noise compatibility program, in coordination with APP and AGC.

(8) Review, evaluate, and revise FAR Part 150, Airport Noise and Land Use Compatibility Planning, as necessary.

(9) Develop recommendations and guidance for noise attenuation in the construction of new buildings and in existing public and residential buildings.

(10) Develop an aircraft operational noise abatement data base in support of the most effective noise abatement technology available.

(11) Develop noise prediction and human response evaluation tools for use in support of noise control activities.

(12) In coordination with Flight Operations and the Aircraft Certification Directorates, review and evaluate existing noise abatement/operational procedures and develop simulation tools and techniques for curved path approach and optimized flap/thrust control procedures. Develop recommendations and guidelines for use of operational procedures.

(13) Coordinate significant noise abatement research activities including related aircraft safety research activity both internally and interagency.

(14) Develop environmental training courses, as appropriate, to carry out the policies of Part 150, Airport Noise and Land Use Compatibility Planning, and other environmental programs.

(15) Maintain communications with all those involved in noise compatibility planning.

(16) Provide staff advice to the regions on requirements and procedures for implementing FAR Part 150, Airport Noise Compatibility Planning.

(17) Coordinate all significant airport noise compatibility activities with all appropriate offices.

e. The Air Traffic Operations Service (ATO) shall:

(1) Provide guidance for aircraft procedures related to air safety, efficient use of airspace, profile descent, preferred arrival, departure and preferential/priority/rotational runway systems.

(2) Administer programs to advise users of visual approach procedures (plates), and published arrival/departure procedures, by appropriate media, e.g., Notices to Airmen and Letters to Airmen.

(3) Coordinate all significant aircraft noise abatement procedural activities with all appropriate offices.

f. The Office of Flight Standards (AFS) shall:

(1) Evaluate and make decisions in conjunction with the regional offices, as appropriate, concerning safety factors for flight operational procedures such as thrust reduction or maximum climb on takeoffs, curved or segmented approaches, segmented glide slopes or higher segmented glide slope angles and glide slope intercept altitudes on approaches. The Director of AFS is the final approving authority for departure procedures that differ from those contained in AC 91-53.

(2) Advise users through appropriate media of noise abatement procedures and regulations.

(3) Encourage noise abatement procedures for incorporation as part of pilot training and certification, as well as in development of standard operational procedures for airports.

(4) Prepare environmental assessments (EA) for new or amended operation specifications that may significantly change the operational environment of an airport in accordance with Appendix 4 of Order 1050.1D, "Policies and Procedures for Considering Environmental Impacts." The principal field inspector is responsible for obtaining the necessary information for the EA such as, type of equipment, airports involved, time and frequency of operations anticipated from the air carrier.

(5) Coordinate significant noise abatement activities with all appropriate offices.

g. The Rotorcraft Program Office (ARO):

(1) Guides, oversees, and coordinates all agency rotorcraft programs and activities.

(2) Develops, establishes, and coordinates agency rotorcraft program goals.

(3) Develops, manages, and maintains a comprehensive Rotorcraft Program Plan that meets all agency goals for rotorcraft matters and is compatible with approved agency policies and plans.

(4) Makes recommendations concerning rotorcraft programs to the Administrator and appropriate Associate Administrators.

(5) Obtains from the cognizant organizations and includes in the Rotorcraft Program Plan resource requirements for the accomplishment of approved rotorcraft programs and projects in accordance with goals and objectives identified in the Rotorcraft Program Plan.

(6) Serves as the FAA technical spokesperson and provides coordinated agency interface with the Congress, other departments and agencies, U.S. and foreign industry, and the worldwide rotorcraft community.

(7) Recommends, reviews, and coordinates projects and programs proposed to be initiated to fulfill agency goals and objectives of the Rotorcraft Program Plan.

(8) Monitors and coordinates regional and center rotorcraft activities.

(9) Serves as the FAA focal point for gathering, evaluating, and disseminating rotorcraft information.

(10) Guides and coordinates the issuance of agency rotorcraft regulatory actions, including issuance of directives concerning helicopter programs.

(11) Establishes requirements for research and development efforts; reviews and coordinates proposed research and development projects to meet the requirements; reviews progress towards meeting the requirements, and recommends changes as necessary.

(12) Participates with technical program offices in identifying air navigation and communication requirements for rotorcraft in the National Airspace System.

(13) Assists technical program offices in identifying the appropriate air traffic procedures and parameters to accommodate rotorcraft operations in the National Airspace System.

(14) Maintains a continuing liaison with DOD, NASA, and the rotorcraft industry to assess the impact of rotorcraft developments on agency programs.

(15) Represents the Associate Administrator for Aviation Standards and the Administrator on rotorcraft program matters.

(16) Coordinates significant noise compatibility activities as they relate to existing and new heliports with all appropriate offices.

h. The Office of Public Affairs (APA) shall publicize and develop award programs for commendable noise control activities.

i. The Office of International Aviation (AIA) shall, as appropriate, maintain liaison and communication with the Department of State and foreign governments involving circumstances where noise control programs and airport use restrictions may have an impact on interstate or foreign air commerce.

j. The Office of the Chief Counsel (AGC) and Regional Counsel shall:

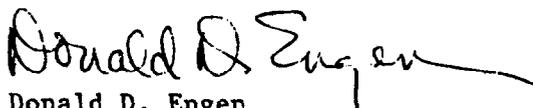
(1) Provide legal advice with respect to noise exposure maps, noise compatibility programs, and proposed airport use restrictions.

(2) Submit appropriate Federal Register notice for FAR Part 150 noise exposure maps and noise compatibility programs.

(3) Consult with appropriate offices in the regional evaluation of noise exposure maps and noise compatibility programs.

10. FUNDING. Funding requirements resulting from implementation of this order shall be justified and authorized in accordance with existing budgetary and fiscal policies.

11. AUTHORITY TO CHANGE THIS ORDER. The Director of Environment and Energy is authorized to issue changes to the order which do not affect policy or an assignment of responsibility.


Donald D. Engen
Administrator

Appendix 2

**FAR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST--PART I**

AIRPORT NAME _____ **REVIEWER** _____

Yes/No/NA Page No/Other Notes/Comments
Reference

I. IDENTIFICATION AND SUBMISSION OF PROGRAM:

A. Submission is properly identified:

- 1. FAR 150 NCP ?
- 2. NEM and NCP together ?
- 3. Program revision?

B. Airport and Airport Operator's name identified ?

C. NCP transmitted by airport operator cover letter ?

II. CONSULTATION: (150.23)

A. Documentation includes narrative of public participation and consultation process?

B. Identification of consulted parties:

- 1. all parties in 150.23(c) consulted?
- 2. public and planning agencies identified?
- 3. agencies in 2., above, correspond to those indicated on the NEM?

C. Satisfies 150.23(d) requirements:

- 1. documentation shows active and direct participation of parties in B., above?
- 2. active and direct participation of general public?
- 3. participation was prior to and during development of NCP and prior to submittal to FAA?
- 4. indicates adequate opportunity afforded to submit views, data, etc.?

D. Evidence included of notice and opportunity for a public hearing on NCP?

E. Documentation of comments:

- 1. includes summary of public hearing comments, if hearing was held?

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PPM 5020.1
Appendix 2

FAR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST--PART I

PPM 5020.1
Appendix 2

AIRPORT NAME _____ REVIEWER _____

Yes/No/NA Page No/Other Notes/Comments
Reference

- 2. includes copy of all written material submitted to operator? _____
- 3. includes operator's responses/disposition of written and verbal comments? _____

F. Informal agreement received from FAA on flight procedures? _____

III. NOISE EXPOSURE MAPS: (150.23, B150.3; 150.35(f)) (This section of the checklist is not a substitute for the Noise Exposure Map checklist. It deals with maps in the context of the Noise Compatibility Program submission.)

- A. Inclusion of NEMs and supporting documentation:
 - 1. Map documentation either included or incorporated by reference? _____
 - 2. Maps previously found in compliance by FAA? _____
 - 3. Compliance determination still valid? _____
 - 4. Does 180-day period have to wait for map compliance finding? _____

B. Revised NEMs submitted with program: (Review using NEM checklist if map revisions included in NCP submittal)

- 1. Revised NEMs included with program? _____
- 2. Has airport operator requested FAA to make a determination on the NEM(s) when NCP approval is made? _____

C. If program analysis uses noise modeling:

- 1. INM, HNM, or FAA-approved equivalent? _____
- 2. Monitoring in accordance with A150.5? _____

D. Existing condition and 5-year maps clearly identified as the official NEMs? _____

IV. CONSIDERATION OF ALTERNATIVES: (B150.7, 150.23(e))

A. At a minimum, are the alternatives below considered?

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FAR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST--PART I

AIRPORT NAME _____ REVIEWER _____

	<u>Yes/No/NA</u>	<u>Page No/Other Reference</u>	<u>Notes/Comments</u>
1. land acquisition and interests therein, including air rights, easements, and development rights?	_____	_____	
2. barriers, acoustical shielding, public building soundproofing	_____	_____	
3. preferential runway system	_____	_____	
4. flight procedures	_____	_____	
5. restrictions on type/class of aircraft (at least one restriction below must be checked)	_____	_____	
a. deny use based on Federal standards	_____	_____	
b. capacity limits based on noisiness	_____	_____	
c. noise abatement takeoff/approach procedures	_____	_____	
d. landing fees based on noise or time of day	_____	_____	
e. nighttime restrictions	_____	_____	
6. other actions with beneficial impact	_____	_____	
7. other FAA recommendations	_____	_____	
B. Responsible implementing authority identified for each considered alternative?	_____	_____	
C. Analysis of alternative measures:			
1. measures clearly described?	_____	_____	
2. measures adequately analyzed?	_____	_____	
3. adequate reasoning for rejecting alternatives?	_____	_____	
D. Other actions recommended by the FAA:			
Should other actions be added?	_____	_____	
(list separately or on back of this form actions and discussions with airport operator to have them included prior to the start of the 180-day cycle)			

OCT 01 1992

PPM 5020.1
Appendix 2

FAR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST--PART I

AIRPORT NAME _____ REVIEWER _____

Yes/No/NA Page No/Other Notes/Comments
Reference

V. ALTERNATIVES RECOMMENDED FOR IMPLEMENTATION: (150.23(e), B150.7(c); 150.35(b), B150.5)

A. Document clearly indicates:

- 1. alternatives recommended for implementation? _____
- 2. final recommendations are airport operator's, not those of consultant or third party? _____

B. Do all program recommendations:

- 1. relate directly or indirectly to reduction of noise and noncompatible land uses? _____
- 2. contain description of contribution to overall effectiveness of program? _____
- 3. noise/land use benefits quantified to extent possible? _____
- 4. include actual/anticipated effect on reducing noise exposure within noncompatible area shown on NEM? _____
- 5. effects based on relevant and reasonable expressed assumptions? _____
- 6. have adequate supporting data to support its contribution to noise/land use compatibility? _____

C. Analysis appears to support program standards set forth in 150.35(b) and B150.5? _____

D. When use restrictions are recommended:

- 1. Are alternatives with potentially significant noise/compatible land use benefits thoroughly analyzed so that appropriate comparisons and conclusions can be made? _____
- 2. use restriction coordinated with APP-600 prior to making determination on start of 180-days? _____

E. Do the following also meet Part 150 analytical standards: _____

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FAR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST--PART I

Page 5

AIRPORT NAME _____ REVIEWER _____

	<u>Yes/No/NA</u>	<u>Page No/Other Reference</u>	<u>Notes/Comments</u>
1. formal recommendations which continue existing practices?	_____	_____	
2. new recommendations or changes proposed at end of Part 150 process?	_____	_____	
F. Documentation indicates how recommendations may change previously adopted plans?	_____	_____	
G. Documentation also:			
1. identifies agencies which are responsible for implementing each recommendation?	_____	_____	
2. indicates whether those agencies have agreed to implement?	_____	_____	
3. indicates essential government actions necessary to implement recommendations?	_____	_____	
H. Timeframe:			
1. includes agreed-upon schedule to implement alternatives?	_____	_____	
2. indicates period covered by the program?	_____	_____	
I. Funding/Costs:			
1. includes costs to implement alternatives?	_____	_____	
2. includes anticipated funding sources?	_____	_____	
VI. PROGRAM REVISION: [150.23(e)(9)] Supporting documentation includes provision for revision ?	_____	_____	

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FAR PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST -- PART II

I. Identification and Submission of Program

A. A submission needs to be properly identified as a noise compatibility program submitted under Part 150, or as noise exposure maps and a noise compatibility program submitted under Part 150 if these are submitted together. If it is a revision to a previously approved program, it needs to be so identified. (First-time program submissions do not need to be specifically identified as such.)

B. The airport name and the airport operator's name need to be identified. Under ASNA and Part 150, a noise compatibility program must be submitted by the operator of a public use airport, including heliports.

(A and B) It is desirable to have the above information on the cover page of the submission. However, there is no format specified in the regulation, so it is acceptable to otherwise present this information so long as it is included and clearly understandable.

C. In addition, in order to verify that the submission has come to FAA from the airport operator, instead of another party, the submission must be accompanied by a cover letter from the airport operator. The airport operator's letter should clearly identify the submission as a Part 150 submission for appropriate FAA determinations (as opposed to a preliminary or partial submission of material for FAA informal advice).

II. Consultation

A. ASNA and Part 150 have some very specific consultation and public participation requirements. 150.23(e)(4) requires a narrative description of the public participation and the consultation carried out with respect to the noise compatibility program. This narrative must include the information described below. (If noise exposure maps and a noise compatibility program are submitted together, it is preferable, but not required, for the consultation requirements to be documented in one section of the Part 150 submission and to cover both map and program consultation requirements.)

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- B. The program documentation must clearly identify the various consulted parties. Under 150.23(c), the parties to be consulted by the airport operator are: FAA officials, state officials, public and planning agencies within the Ldn 65 dB, other Federal officials having local responsibility for land uses within the Ldn 65 dB, air carriers, and other aircraft operators to the extent practicable. Public and planning agencies are to be identified by name, and the names are expected to correspond to those indicated with respect to the noise exposure maps in accordance with A150.105.
- C. In accordance with 150.23(d), the program documentation must show that the airport operator has afforded adequate opportunity for the active and direct participation of the above consulted parties and the general public prior to and during the development of the noise compatibility program and prior to the submission of the program to FAA. This includes adequate opportunity for those parties to submit views, data, and comments on the formulation and adequacy of the program: The program documentation is not supposed to simply state that adequate opportunity has been afforded; a description (referring back to 150.23(e)(4)) of what has been done is required.

It is important for the narrative description to indicate that the required parties were given the opportunity to participate and to have input; that the participation opportunity offered was one of substance, involving an active role and a real opportunity for input to program considerations; and that the timing of the participation opportunity met the requirements of the rule (i.e., beginning at the earliest stages of the program's commencement). Active, direct, and early participation is most often accomplished through the creation of Part 150 advisory committees or task forces established before the study gets underway. However, the Part 150 regulation does not specify any particular participation vehicle, such as a task force; it allows flexibility on the part of the airport operator on how to meet consultation/participation requirements. An active, direct participation role and an opportunity for substantive input does not include any requirement for the airport operator to let participants vote on recommended program measures or otherwise have an equal role with the airport operator in making determinations on which alternatives to recommend for implementation. Neither is unanimity of opinion required in the consultation process.

With respect to "other aircraft operators using the airport" and to the "general public," reasonable and fair representative participation to the extent practicable is expected--not that every aviation user or every member of the public must be allowed to actively participate on an advisory committee or task force. However, all written comments from any party are to be received and considered in accordance with 150.23(e)(7), as elaborated on below. The consultation requirements of Part 150 are not deemed to be flawed because a party or parties declines to participate so long as there is evidence in the documentation that adequate opportunity to participate was extended by the airport operator.

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- D. The program documentation must include evidence that the airport operator provided notice and an opportunity for a public hearing on the noise compatibility program, in accordance with the December 30, 1987, amendment to ASNA that was included in the Airport and Airway Safety and Capacity Expansion Act of 1987. The only timing specified for this requirement is that it take place prior to submission of the program to FAA.
 - E. 150.23(e)(7) requires the documentation to include a summary of the comments at any public hearing and a copy of all written material submitted to the airport operator under 150.23(c) and (d). This section of the regulation further requires the airport operator to include with the Part 150 documentation the operator's responses and disposition of both verbal comments at any hearing and of written comments.
 - F. 150.23(c) states that consultation with FAA shall include, to the extent practicable, informal agreement from FAA on proposed new or modified flight procedures. The program documentation should indicate instances in which consultation with FAA has produced any such agreements. Omission of information on this point presumes that there are none.
- III. Noise Exposure Maps (This section is not a substitute for the Noise Exposure Map checklist. It deals with maps in the context of the Noise Compatibility Program submission.)
- A. 150.23(e)(1) and B150.3(a) require the noise compatibility program to include a copy of the noise exposure maps and supporting documentation in compliance with applicable requirements of 150.21. If noise exposure maps and a noise compatibility program were submitted separately to FAA, the airport operator may incorporate the previously complying maps into the program by reference (assuming that the maps are still valid and do not require revision under 150.21(d)). The program documentation should clearly indicate that the maps have previously been found in compliance with Part 150 by the FAA. An indication of the date of FAA's compliance determination is desirable, but not required. If noise exposure maps and a noise compatibility program are submitted together, this should also be clearly indicated. In this case, the FAA reviewer will review the maps for compliance with Part 150 using the noise exposure map checklist and will concurrently perform a preliminary review of the noise compatibility program using the program checklist. Complying noise exposure maps are a prerequisite to starting the 180-day review period for the program.

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- B. Normally, the airport operator's 5-year noise exposure map is based on the 5-year noise compatibility program assumptions. If this is not the case, the airport operator may submit a revised 5-year noise exposure map with the noise compatibility program in accordance with B150.3(b). (It will be necessary to do so if projected changes are significant under the terms of 150.21(d).) It is also possible, although not likely, that an existing condition map will be revised in a program. Revisions to noise exposure maps must meet the same requirements as initial submissions. The FAA, however, does not require an additional two-stage map and program process, but may find the revised maps in compliance with Part 150 under the provisions in 150.35(f) at the time that the noise compatibility program is approved. The airport operator's cover letter should include any request for the FAA to make new map compliance findings upon approval of the program.
- C. The Part 150 regulation does not specifically require the submission of additional noise exposure maps beyond the existing condition and 5-year maps. However, airport operators may find that the analysis of particular alternatives in a noise compatibility program is best done with noise contour mapping over noncompatible land uses and may optionally include additional maps in the program. With certain alternatives, mapping may be critical to the analysis in support of a particular Part 150 program standard and may specifically be requested by the FAA reviewer. In analyzing alternatives using noise modeling, the airport operator must use either the FAA's Integrated Noise Model (or the Heliport Noise Model for heliports) or an FAA-approved equivalent in accordance with Part 150. All FAA-approved equivalent methodology must be approved by AEE. Noise monitoring may be used in developing noise compatibility programs (but monitoring is not required for either maps or programs under Part 150). Whenever noise monitoring is used, it should be accomplished in accordance with A150.5.
- D. If a noise compatibility program includes multiple maps, the airport operator must clearly indicate which map is the existing condition noise exposure map and which is the 5-year noise exposure map prepared in compliance with Part 150.

IV. Consideration of Alternatives

- A. At a minimum, each noise compatibility program must consider the alternatives listed below pursuant to B150.7(b). The consideration of additional alternatives is optional.
- (1) Acquisition of land and interests therein, including, but not limited to air rights, easements, and development rights, to ensure the use of property for purposes which are compatible with airport operations.

- (2) The construction of barriers and acoustical shielding, including the soundproofing of public buildings.
 - (3) The implementation of a preferential runway system.
 - (4) The use of flight procedures (including the modifications of flight tracks) to control the operation of aircraft to reduce exposure of individuals (or specific noise sensitive areas) to noise in the area around the airport.
 - (5) The implementation of any restriction on the use of an airport by any type or class of aircraft based on the noise characteristics of those aircraft. Such restrictions may include, but are not limited to the following list. It is not necessary for all of these potential restrictions to be examined in each noise compatibility program, so long as a program gives consideration to at least one type of restriction.
 - (i) Denial of use of the airport to aircraft types or classes which do not meet Federal noise standards;
 - (ii) Capacity limitation based on the relative noisiness of different types of aircraft;
 - (iii) Requirement that aircraft using the airport must use noise abatement takeoff or approach procedures previously approved as safe by the FAA;
 - (iv) Landing fees based on FAA certificated or estimated noise emission levels or on time of arrival; and
 - (v) Nighttime restrictions.
 - (6) Other actions or combinations of actions which would have a beneficial noise control or abatement impact on the public.
 - (7) Other actions recommended for analysis by the FAA for the specific airport.
- B. In accordance with B150.7(a), the program must indicate into which category each considered alternative would fall with respect to which entity has implementation authority; i.e., the airport operator, a local agency or political subdivision governing body, a state agency or political subdivision governing body, the FAA, another Federal agency, others.
- C. 150.23(e)(2) requires a description and analysis of the considered alternative measures and a discussion of why specific alternatives were rejected for inclusion in the airport operator's final noise compatibility program. There should be sufficient description of each alternative to provide a clear understanding of it. The amount of analysis is expected to vary with the alternative and with the amount of local interest in pursuing particular alternatives. The analytical requirements

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for alternatives that are recommended to be part of the noise compatibility program are detailed in the section below. Generally, there is no specified analytical detail in the regulation for rejected alternatives. Reasons presented in the airport operator's documentation for rejecting alternatives should appear reasonable (i.e., not arbitrary and capricious), should not be based on faulty technical analysis, and should not be based on flawed conclusions (e.g., that a particular alternative is illegal, when it is not). The FAA reviewer may comment, if this is the case, that rejected alternatives must either be more clearly described, or more accurately analyzed technically, or that they have been rejected for incorrect reasons before accepting the airport operator's documentation for the 180-day review period.

- D. One of the categories of alternatives that is required to be considered by the airport operator under B150.7(b)(7) is "other actions recommended for analysis by the FAA for the specific airport." Although it is expected that FAA recommendations in this regard would usually take place during the consultation process, it may also occur at this point in the process. The FAA may recommend a new alternative which was not previously considered or a variation of an alternative which was considered and rejected. The consideration of any FAA alternative recommended at this time would have to be added to the documentation before the start of the 180-day review period.

V. Alternatives Recommended for Implementation

- A. The program documentation must clearly indicate which alternatives are recommended for implementation. These must be recommended by the airport operator--not by the consultant or another party. (While the Part 150 regulation, the FAA, and other consulted parties may recommend the consideration of specific alternatives, it is clear under the Act and the regulation that the airport operator has the sole final prerogative to determine which alternatives to reject and which to recommend in the noise compatibility program. If the consultant or another party recommends an alternative for implementation, that alternative must also be clearly recommended by the airport operator.)
- B. Every recommended alternative must relate directly or indirectly to the reduction of noise and noncompatible land uses. 150.23(e)(3) requires a description of the relative contribution of each of the proposed measures to the overall effectiveness of the program. This description may be in narrative form and may be brief. Beyond this, the Part 150 regulation also calls for quantification of noise/land use benefits. For alternatives which lend themselves to quantification, the documentation is required under 150.23(e)(5) to include the actual or anticipated effect on reducing noise exposure to individuals and noncompatible land uses and preventing the introduction of additional noncompatible uses within the area covered by the noise exposure map. Quantified effects must be based on relevant expressed assumptions concerning the type and frequency of aircraft operations, number of nighttime operations, flight patterns, airport layout including planned airport development, planned land use changes, and demographic changes within the Ldn 65 dB. If overall numbers of people exposed to significant noise levels and overall amounts of noncompatible land uses are being or

will be reduced through the implementation of the noise compatibility program, the program is determined to meet the ASNA and Part 150 standard in this regard, even though it is possible that specific areas around an airport may experience an increase in noise.

The FAA reviewer should comment on any recommended alternative which does not appear to have a clear direct or indirect noise/land use benefit and request the airport operator to provide additional supporting data or consider removing the recommendation from the Part 150 program. (The most common recommendation of this sort has been runway development proposals for capacity or other reasons.) If the airport operator neither removes the recommendation nor adequately supplements the analysis, the FAA may start the 180-day review period, but will likely disapprove the recommendation for Part 150 purposes or disapprove it pending the submission of additional information.

The FAA reviewer should also comment on any apparently faulty or questionable assumptions and on any lack of descriptive and quantified benefits before starting the 180-day review period. Whether deficiencies in the documentation will preclude the start of the 180-day review period if left uncorrected will depend on the extent of the deficiencies. We recommend consultation with APP-600 on this type of issue.

- C. Under 150.23(e)(2), the extent of analysis will vary among alternatives and largely depends upon the nature and complexity of the alternative and the Part 150 program standards which are applicable to the alternative. Program standards are listed under 150.35(b) and B150.5. B150.5 indicates that it is the airport operator's responsibility to develop a noise compatibility program which meets Part 150 program standards, including the analysis to back it up. The FAA reviewer should read each of the recommended alternatives and alert the airport operator to any alternative which is clearly not approvable, to the extent this can be determined without more detailed analysis on FAA's part, because the alternative is insufficiently analyzed or obviously violates a Part 150 program standard. (It is not intended that this FAA review will be as thorough as the substantive review during the 180 days or that it be a substitute for the later review, but it is possible to catch some readily apparent problems with recommendations during this early stage with minimal extra review effort.) If the airport operator will not make program adjustments at this point, the FAA may start the 180-day review period, but will likely disapprove the recommendation(s) in question.
- D. If a program recommends a significant airport use restriction, a thorough analysis of alternatives with potentially significant noise/compatible land use benefits (including alternatives that may have been rejected from inclusion in the final program) is critical in order for the FAA to determine whether the use restriction is reasonably related to the need to reduce noise over noncompatible land uses, would not pose an undue burden to interstate and foreign commerce, and would meet both local needs and needs of the national air transportation system to the extent practicable. The FAA reviewer

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should indicate to the airport operator situations in which the lack of sufficient analysis of alternatives or the lack of consideration of beneficial alternatives in the program is likely to result in the FAA's disapproval of a recommended restriction pending the submission of additional information. Any use restriction should be coordinated with APP-600 before the region makes a determination on the sufficiency of the documentation for the 180-day review period.

- E. There are no exceptions to the analytical requirements and the program standards imposed by Part 150. If airport operators submit recommendations which are continuations of past practices, these must meet the same analytical requirements and program standards as new recommendations. If airport operators or city councils change recommendations or propose additional recommendations at the end of the Part 150 process, these recommendations must also be appropriately analyzed and subjected to consultation.
- F. Under 150.23(e)(6), the documentation must indicate how, if at all, the recommended alternatives may change any noise control plans or actions or land use compatibility plans previously adopted.
- G. 150.23(e)(8) and B150.7(c) require the identification of the agency or agencies responsible for the implementation of each recommended alternative. B150.7(c) further requires an indication of whether those agencies have agreed to the implementation. 150.23(e)(8) requires the documentation to include any essential governmental actions that will be necessary in order to implement specific alternatives.
- H. 150.23(e)(8) and B150.7(c) require the inclusion of an approximate agreed upon schedule within which the program alternatives will be implemented. This information should sufficiently address the requirement in 150.23(e)(8) to indicate the period covered by the program, which may be longer than the 5-year timeframe of the noise exposure maps.
- I. 150.23(e)(8) requires an indication of the costs of the recommended alternatives and anticipated sources of funding.

VI. Program Revision

150.23(e)(9) requires the documentation to include some provision for revising the program if made necessary because of revision of the noise exposure maps. It is sufficient for the document simply to state that the program will be reconsidered for potential revision if necessary because of noise exposure map revision. More detailed or elaborate conditions for revising a program are optional.

FAR PART 150
NOISE EXPOSURE MAP CHECKLIST--PART I

AIRPORT NAME _____ REVIEWER _____

Yes/No/NA Page No./Other Notes/Comments
Reference

I. IDENTIFICATION AND SUBMISSION OF MAP DOCUMENT:

A. Is this submittal appropriately identified as one of the following, submitted under FAR Part 150:

- 1. a NEM only
- 2. a NEM and NCP
- 3. a revision to NEMs which have previously been determined by FAA to be in compliance with Part 150?

B. Is the airport name and the qualified airport operator identified?

C. Is there a dated cover letter from the airport operator which indicates the documents are submitted under Part 150 for appropriate FAA determinations?

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

II. CONSULTATION: (150.21(b), A150.105(a))

A. Is there a narrative description of the consultation accomplished, including opportunities for public review and comment during map development?

B. Identification:

- 1. Are the consulted parties identified?
- 2. Do they include all those required by 150.21(b) and A150.105(a)?

C. Does the documentation include the airport operator's certification, and evidence to support it, that interested persons have been afforded adequate opportunity to submit their views, data, and comments during map development and in accordance with 150.21(b)?

D. Does the document indicate whether written comments were received during consultation and, if there were comments, that they are on file with the FAA region?

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

**FAR PART 150
NOISE EXPOSURE MAP CHECKLIST--PART I**

AIRPORT NAME _____ **REVIEWER** _____

Yes/No/NA Page No./Other Notes/Comments
Reference

III. GENERAL REQUIREMENTS: [150.21]

A. Are there two maps, each clearly labeled on the face with year (existing condition year and 5-year)?

B. Map currency:

1. Does the existing condition map year match the year on the airport operator's submittal letter?

2. Is the 5-year map based on reasonable forecasts and other planning assumptions and is it for the fifth calendar year after the year of submission?

3. If the answer to 1 and 2 above is no, has the airport operator verified in writing that data in the documentation are representative of existing condition and 5-year forecast conditions as of the date of submission?

C. If the NEM and NCP are submitted together:

1. has the airport operator indicated whether the 5-year map is based on 5-year contours without the program vs. contours if the program is implemented?

2. If the 5-year map is based on program implementation:

a. are the specific program measures which are reflected on the map identified?

b. does the documentation specifically describe how these measures affect land use compatibilities depicted on the map?

3. If the 5-year NEM does not incorporate program implementation, has the airport operator included an additional NEM for FAA determination after the program is approved which shows program implementation conditions and which is intended to replace the 5-year NEM as the new official 5-year map?

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**FAR PART 150
NOISE EXPOSURE MAP CHECKLIST--PART I**

AIRPORT NAME _____ REVIEWER _____

Yes/No/NA Page No./Other Notes/Comments
Reference

- IV. MAP SCALE, GRAPHICS, AND DATA REQUIREMENTS: (A150.101, A150.103, A150.105, 150.21(a))
- A. Are the maps of sufficient scale to be clear and readable (they must not be less than 1" to 8,000'), and is the scale indicated on the maps? _____
 - B. Is the quality of the graphics such that required information is clear and readable? _____
 - C. Depiction of the airport and its environs.
 - 1. Is the following graphically depicted to scale on both the existing condition and 5-year maps:
 - a. airport boundaries _____
 - b. runway configurations with runway end numbers _____
 - 2. Does the depiction of the off-airport data include:
 - a. a land use base map depicting streets and other identifiable geographic features _____
 - b. the area within the 65 Ldn (or beyond, at local discretion) _____
 - c. clear delineation of geographic boundaries and the names of all jurisdictions with planning and land use control authority within the 65 Ldn (or beyond, at local discretion) _____
 - D.
 - 1. Continuous contours for at least the Ldn 65, 70, and 75? _____
 - 2. Based on current airport and operational data for the existing condition year NEM, and forecast data for the 5-year NEM? _____
 - E. Flight tracks for the existing condition and 5-year forecast timeframes (these may be on supplemental graphics which must use the same land use base map as the existing condition and 5-year NEM), which are numbered to correspond to accompanying narrative? _____

**FAR PART 150
NOISE EXPOSURE MAP CHECKLIST--PART I**

AIRPORT NAME _____ **REVIEWER** _____

	<u>Yes/No/NA</u>	<u>Page No./Other Reference</u>	<u>Notes/Comments</u>
F. Locations of any noise monitoring sites (these may be on supplemental graphics which must use the same land use base map as the official NEMs)	_____	_____	
G. Noncompatible land use identification:			
1. Are noncompatible land uses within at least the 65 Ldn depicted on the maps?	_____	_____	
2. Are noise sensitive public buildings identified?	_____	_____	
3. Are the noncompatible uses and noise sensitive public buildings readily identifiable and explained on the map legend?	_____	_____	
4. Are compatible land uses, which would normally be considered noncompatible, explained in the accompanying narrative?	_____	_____	
V. NARRATIVE SUPPORT OF MAP DATA: [150.21(a), A150.1, A150.101, A150.103]			
A. 1. Are the technical data, including data sources, on which the NEMs are based adequately described in the narrative?	_____	_____	
2. Are the underlying technical data and planning assumptions reasonable?	_____	_____	
B. Calculation of Noise Contours:			
1. Is the methodology indicated?	_____	_____	
a. is it FAA approved?	_____	_____	
b. was the same model used for both maps?	_____	_____	
c. has AEE approval been obtained for use of a model other than those which have previous blanket FAA approval?	_____	_____	
2. Correct use of noise models:			
a. does the documentation indicate the airport operator has adjusted or calibrated FAA-approved noise models or substituted one aircraft type for another?	_____	_____	

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FAR PART 150
NOISE EXPOSURE MAP CHECKLIST--PART I

AIRPORT NAME _____ REVIEWER _____

	<u>Yes/No/NA</u>	<u>Page No./Other</u>	<u>Notes/Comments</u>
		<u>Reference</u>	
b. if so, does this have written approval from AEE?	_____	_____	
3. If noise monitoring was used, does the narrative indicate that Part 150 guidelines were followed?	_____	_____	
4. For noise contours below 65 Ldn, does the supporting documentation include explanation of local reasons? (Narrative explanation is highly desirable but not required by the Rule.)	_____	_____	
C. Noncompatible Land Use Information:			
1. Does the narrative give estimates of the number of people residing in each of the contours (Ldn 65, 70 and 75, at a minimum) for both the existing condition and 5-year maps?	_____	_____	
2. Does the documentation indicate whether table 1 of Part 150 was used by the airport operator?	_____	_____	
a. If a local variation to table 1 was used:			
(1) does the narrative clearly indicate which adjustments were made and the local reasons for doing so?	_____	_____	
(2) does the narrative include the airport operator's complete substitution for table 1?	_____	_____	
3. Does the narrative include information on self-generated or ambient noise where compatible/-noncompatible land use identifications consider non-airport/aircraft sources?	_____	_____	
4. Where normally noncompatible land uses are not depicted as such on the NEMs, does the narrative satisfactorily explain why, with reference to the specific geographic areas?	_____	_____	
5. Does the narrative describe how forecasts will affect land use compatibility?	_____	_____	

FAR PART 150
NOISE EXPOSURE MAP CHECKLIST--PART I

AIRPORT NAME _____ REVIEWER _____

	<u>Yes/No/NA</u>	<u>Page No./Other</u>	<u>Notes/Comments</u>
		<u>Reference</u>	
VI. MAP CERTIFICATIONS: (150.21(b), 150.21(e))			
A. Has the operator certified in writing that interested persons have been afforded adequate opportunity to submit views, data, and comments concerning the correctness and adequacy of the draft maps and forecasts?	_____	_____	
B. Has the operator certified in writing that each map and description of consultation and opportunity for public comment are true and complete?	_____	_____	

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Issued In Washington, APP-600, March 1989

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FAR PART 150
NOISE EXPOSURE MAP CHECKLIST -- PART II

I. Identification and Submission of Map Document

- A. A submission needs to be properly identified as a noise exposure map submission under Part 150, or as noise exposure maps and a noise compatibility program submitted under Part 150 if these are submitted together. If the submission is a revision to maps previously found in compliance with Part 150, it needs to be so identified. (First-time map submissions do not need to be specifically identified as such.)
- B. The airport name and the airport operator's name need to be identified. Under ASNA and Part 150, noise exposure maps must be submitted by the operator of a public use airport, including heliports.

(A and B) It is desirable to have the above information on the cover page of the submission. However, there is no format specified in the regulation, so it is acceptable to otherwise present this information so long as it is included and clearly understandable.

- C. In addition, in order to verify that the submission has come to FAA from the airport operator instead of another party, the submission must be accompanied by a cover letter from the airport operator. The airport operator's letter should clearly identify the submission as a Part 150 submission for appropriate FAA determinations (as opposed to a preliminary or partial submission of material for FAA informal advice).

II. Consultation

- A. ASNA and Part 150 have some very specific consultation and public participation requirements. 150.21(b) requires a narrative description of the consultation accomplished on the noise exposure maps and of the opportunities afforded the public to review and comment during the development of the map. This narrative must include the information described below. (If noise exposure maps and a noise compatibility program are submitted together, it is preferable, but not required, for the consultation requirements to be documented in one section of the Part 150 submission and to cover both map and program consultation requirements.)

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- B. The map documentation must clearly identify the various consulted parties. Under 150.21(b), the parties to be consulted by the airport operator are: FAA officials, state officials, public and planning agencies within the Ldn 65 dB, other Federal officials that have local responsibility for the area within the Ldn 65 dB depicted on the maps, and regular aeronautical users of the airport. As indicated in 150.21(b) and A150.105(a), each public agency and planning agency whose jurisdiction or responsibility is either wholly or partially contained within the Ldn 65 dB boundary is to be identified by name in the narrative documentation and consulted. "Regular aeronautical users" of the airport include major users such as representatives of fixed base operators, airlines, airline pilots, business aviation, individual general aviation pilots, cargo operators, and other affected airport tenants.
- C. In accordance with 150.21(b), the map documentation must describe the consultation accomplished with respect to the noise exposure maps and must describe the opportunities afforded to the public to review and comment during the development of the map. Additionally, the airport operator must certify that it has afforded interested persons an adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure map and descriptions of forecast aircraft operations. The map documentation, therefore, must include both the specific certification required by the rule and a description of consultation and public participation.

It is important for the narrative description to indicate that consultation with the required parties was effected during the development and preparation of the maps and related documentation and that there was a real opportunity for review and input by the public on the correctness and adequacy of the map data at the developmental draft stage. Consultation and review by the interested public are most often accomplished through the creation of Part 150 advisory committees or task forces established before map development gets underway. However, the Part 150 regulation does not specify any particular participation vehicle, such as a task force; it allows flexibility on the part of the airport operator on how to meet consultation/participation requirements.

Reasonable and fair representative participation to the extent practicable is expected—not that every aviation user or every member of the interested public must be allowed to actively participate on an advisory committee or task force. However, all written comments from any party are to be received and considered. The consultation requirements of Part 150 are not deemed to be flawed because a party or parties declines to participate so long as there is evidence in the documentation that adequate opportunity to participate was extended by the airport operator.

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- D. 150.21(b) requires a copy of all written comments received during consultation to be filed with the FAA region. Since these comments will be on file, but will not be included in the Part 150 document itself, the map documentation should include the information that either there were no written comments received or that written comments are on file with the FAA region. (While the Part 150 regulation requires the airport operator to respond to comments received on the noise compatibility program, there is no parallel requirement to respond to comments received on the noise exposure maps. However, airport operators may include responses in their map documentation to significant questions or issues at their option.)

III. Noise Exposure Maps - General Requirements

- A. 150.21 requires the submission of 2 maps--an existing condition map and a 5-year map. These must be clearly labeled in the airport operator's submission with the year which each map represents indicated on the face of each map. Only one existing condition map and one 5-year map may be designated by the airport operator as the maps for a compliance finding at any one time under Part 150. This does not preclude the inclusion in the package of additional maps for supporting information, analytical purposes or longer range planning. (Refer to the Noise Compatibility Program Checklist Narrative, section III, for further information regarding noise exposure maps that are included as part of noise compatibility programs.)
- B. In accordance with 150.21, the existing condition map must be based on current data as of the date of submission (i.e., year of submission) to the FAA regional or district office. The 5-year map must be based on forecast aircraft operations at the airport and on other reasonable planning assumptions (further described below in V.A.) for the fifth calendar year beginning after the year of submission. If the maps are based on data generated for timeframes other than the current year of submission and the fifth year following the year of submission, the airport operator must verify that the data are representative of existing and of 5-year forecast conditions (i.e., airport layout, runway use percentages, flight tracks, general aircraft mix and operational data, and noncompatible land uses are equivalent; total numbers of operations do not vary over 15 percent in the aggregate). In these cases, airport operators must indicate that they have verified accuracy of map data by stating in the documentation to the effect that the map based on _____ year's data accurately represents the year of submission and/or that the forecast map developed for _____ year accurately represents the 5-year forecast from the date of submission. (If airport operators are unable to verify adequacy of data, maps must be redone in order to be acceptable under Part 150.)

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- C. It is the airport operator's option to include or not to include the 5-year noise abatement/mitigation recommendations within the noise compatibility program on the 5-year noise exposure map (if maps and program are completed together). The airport operator is expected to include information on which option has been selected and to identify any specific noise compatibility program measures which are reflected on the map and to describe as specifically as possible how these measures affect the compatibility of land uses on the map. If the 5-year map does not include noise compatibility program recommendations, the airport operator has the additional option of including a revised 5-year map within the noise compatibility program. (This option is described in more detail in the Noise Compatibility Program Checklist Narrative.)

IV. Map Scale, Graphics, and Data Requirements

- A. The noise exposure maps must be of sufficient scale to be clear and readable. A150.103(b)(1) requires a map of the airport and its environs at "an adequately detailed scale"--not less than 1 inch to 8,000 feet. A150.101(e)(9) requires maps to be of a sufficient scale and quality to discern streets and other identifiable geographic features. If 1 inch to 8,000 feet is not sufficient for this latter purpose, a larger scale will be necessary. The scale used should be indicated on the face of the maps.
- B. The graphics must be of a good enough quality to display the information required on the maps in a clear and readable manner. A north arrow on the maps, although not specifically required in the Part 150 regulation, is part of good map drafting and a highly desirable feature.
- C. A150.103(b)(1) requires the noise exposure maps to depict the airport and its environs.
1. The airport layout data listed below must be graphically depicted to scale on the existing condition and 5-year noise exposure maps. The 5-year map may show the same airport layout as the existing condition map, or it may show a different airport layout based on reasonable future assumptions, including any planned airport development (150.21(a)(1)). (Future assumptions must be adequately explained in the narrative accompanying the maps.)
 - a. Airport boundaries, required by A150.101(e)(4).
 - b. Runway configurations including runway end numbers, required by A150.101(e)(1).

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2. The required off-airport data are listed below. The 5-year map may show the same off-airport data as the existing condition map, or it may be different based on reasonable future planning assumptions which are explained in the narrative accompanying the maps (150.21(a)(1)).
 - a. Each land use base map must depict streets and other identifiable geographic features (A150.101(e)(9)).
 - b. A land use base map is usually larger than the area within the Ldn 65 dB contour; as a minimum, land use base map data must be shown within the Ldn 65 dB contour (A150.101(a)).
 - c. Each map must clearly delineate the geographic boundaries and show the names of the jurisdictions with authority to plan and control land uses within the depicted noise contours (A150.105(b)). If there is only one jurisdiction covering the entire area whose boundaries extend beyond the geographic area shown on the maps, the name of that jurisdiction should be on the maps. The accompanying narrative would be expected to identify the jurisdiction as the only one with land use planning and control authority in the map environs.
- D. Continuous noise contours of Ldn 65, 70, and 75 dB--based on current and 5-year forecast airport data and aircraft operation data--must be graphically depicted on the existing condition and 5-year noise exposure maps, as required by A150.101(a) and A150.101(e)(3). Additional noise contours are optional (A150.101(a)).
- E. Flight tracks for the existing condition and 5-year forecast timeframes must be graphically depicted, as required by A150.101(e)(2). Flight tracks may be depicted on supplemental maps instead of on the basic existing condition and 5-year noise exposure maps in the interest of avoiding too much clutter. Supplemental maps must employ the same land use base maps that are used for the existing condition and 5-year maps. Flight tracks should be numbered on the graphic display to correspond to accompanying narrative descriptions.
- F. If noise monitoring was used in the study, the locations of any aircraft noise monitoring sites must be graphically depicted, as required by A150.101(e)(7). (Note that noise monitoring is optional, not required by Part 150.) As with flight tracks, noise monitoring sites may be depicted on supplemental maps instead of the basic existing condition and 5-year noise exposure maps in the interest of avoiding too much clutter.

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- G. The final pieces of information which are required to be graphically depicted on the basic existing condition and 5-year noise exposure maps are those relating to noncompatible land uses and include the following:
1. Noncompatible land uses within the noise contours, as required by A150.101(e)(5). Noncompatible land uses within the Ldn 65 dB contour and greater are required to be depicted on the maps. If an airport operator has opted to include additional noise contours below Ldn 65 dB on the maps, the operator may also optionally identify noncompatible land uses below Ldn 65 dB on the maps, as allowed in A150.101(b) and table 1 of appendix A.
 2. Noise sensitive public buildings, including schools, hospitals, health care facilities, and properties on or eligible for inclusion on the National Register of Historic Places must be graphically identified within the noise contours, as required by A150.101(e)(6).
 3. Noise sensitive public buildings and other noncompatible land uses (usually primarily residential) must be clearly marked on the maps in a manner that allows them to be readily identified (e.g., special symbols, colors, shading, cross-hatching). There must be a legend on the face of each map which relates the selected markings to the specific noncompatible land uses which have been identified.
 4. Note that compatible land uses are not required to be identified on noise exposure maps. Land uses which might normally be anticipated to be identified as noncompatible under Part 150, but are not so identified for various satisfactory reasons in an airport operator's submission, should be explained in the accompanying narrative as further described below in V.E.3. and 4.

V. Narrative Support of Map Data

- A. The technical data on which both maps are based must be adequately described in the accompanying narrative. This includes existing and 5-year forecast numbers of aircraft operations, types of aircraft operations, types of aircraft and fleet mix, runway percentage use and flight track usage, day/night breakout of operations, explanation of any planned airport development within 5 years which will affect airfield operation, land use and population data, and incorporation of any noise abatement strategies in either or both maps. The sources for this data should be indicated. 150.21(a)(1) requires the 5-year map to be based on reasonable assumptions concerning future type and frequency of

aircraft operations, number of nighttime operations, flight patterns, airport layout including planned airport development, planned land use changes and population changes in the surrounding areas. The sources for this data should also be indicated. The FAA must be satisfied with the adequacy of the underlying technical data for both maps and with the reasonableness of the planning assumptions for the 5-year map in order to find the maps in compliance with Part 150.

B. With respect to the calculation of noise contours:

1. The narrative must indicate the methodology used to develop the noise contours. The noise contours must have been developed using an FAA-approved methodology or computer program, such as the current version of the Integrated Noise Model, Heliport Noise Model, or NOISEMAP 5.0 (when used with the SAELAT input setup card) or other FAA-approved equivalent (A150.1(b) and A150.103(a)). Both maps must use the same model and the same version of that model in order to be comparable. If a model does not already have blanket approval by the FAA for use in Part 150 studies, it must receive specific approval by the FAA's Office of Environment. The approval letter from the Office of Environment should be obtained prior to using a model in a Part 150 study and should be included in an airport operator's submission. If this has not been done, the FAA region must obtain the requisite approval from the Office of Environment before finding the submission in compliance with Part 150.
2. A150.103(b)(6) requires the use of the government furnished data depicting aircraft noise characteristics (if not already a part of the computer program's stored data bank). Airport operators or their consultants are not allowed to alter the basic acoustic data in FAA-approved noise models, often referred to as "calibration." It is permitted to substitute one aircraft type for another for which noise data is not readily available. Any aircraft substitution must be determined to be technically acceptable by the Office of Environment. That office's letter of technical acceptability should be requested by the airport operator or consultant prior to using the aircraft substitution data; the letter must be included in the airport operator's submission. Any questions or uncertainties regarding the correct use of noise models should be referred by the FAA regional office to the Office of Environment for resolution or verification before finding noise exposure maps in compliance with Part 150. Airport operators must make available to the FAA upon request the information in A150.103(b) that was used in their submissions for input to the calculation of noise contours, should questions be raised by the FAA concerning the proper calculation of those contours. This data input does not normally need to be included in the Part 150 narrative.

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3. A150.1(b) states that noise monitoring may be utilized by airport operators for data acquisition and data refinement, but is not required by Part 150 for the development of noise exposure maps. (Note: Noise monitoring may not be used to "calibrate" the noise model.) Whenever noise monitoring is used, it should be accomplished in accordance with A150.5. The narrative is expected to indicate that Part 150 guidelines were followed; if they were not followed, coordination with the Office of Environment is necessary to ascertain acceptability.
4. If the noise exposure maps include noise contours in addition to the Ldn 65, 70, and 75 dB contours, as allowed under A150.101(a), the narrative should explain the local reasons for including them.

C. With respect to noncompatible land use information:

1. The narrative must give estimates of the number of people residing in noncompatible areas within the Ldn 65, 70, and 75 dB contours for the current noise exposure map and for the 5-year map, in accordance with A150.101(e)(8).
2. The narrative must indicate the basis on which the airport operator has determined land use compatibility on the noise exposure maps. If the airport operator has used table 1 in appendix A of Part 150, the narrative should so state. (It is highly desirable to include a copy of table 1 in the airport operator's submission to assist the non-FAA reader.) If the airport operator has made adjustments to the land use compatibility designations in table 1 based on the consideration of specific local conditions (including the identification of noncompatible land uses below Ldn 65 dB), as allowed in A150.101.(b) and (d) and in table 1, the narrative must clearly indicate which adjustments were made and the local reasons for making them. The narrative should include the airport operator's complete substitution for Part 150's table 1. In accordance with 150.11 and A150.101(c), if more than one current or future land use is existing or permissible in a particular area, the determination of compatibility (under either table 1 or other local land use guidelines) must be based on the use that is considered to be most adversely affected by noise.
3. A150.101(e)(5) states that no land use has to be identified as noncompatible if the self-generated noise from that use and/or the ambient noise from other nonaircraft and nonairport uses is equal to or greater than the noise from aircraft and airport sources. Data on the level of self-generated or ambient noise must be included in the narrative for noise

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exposure map submissions which base compatible/noncompatible land use identifications on noise that is not aircraft and airport related. (Such data will affect compatible land use determinations under Part 150, but may not be used to adjust the outlines of the noise contours resulting from aircraft operations.)

4. If the noise exposure maps include land uses which are considered to be normally noncompatible according to table 1 of Part 150 (or the airport operator's substitution for table 1), but are not identified on the maps as noncompatible, the narrative is expected to indicate satisfactory reasons why this is the case with reference to the specific geographic areas so that the FAA may be sure that the maps are correctly done. Satisfactory reasons would include higher levels of self-generated noise or ambient noise or the achievement of compatibility through sound attenuation or easement.
5. The narrative must describe the way, if any, that forecast operations at the airport, including forecast changes that are anticipated to result from planned airport development, will affect the compatibility of land uses depicted on the 5-year map, in support of 150.21(a)(2).

VI. Map Certifications

- A. The airport operator is required by 150.21(b) to certify that it has afforded interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure maps and descriptions of forecast aircraft operations.
- B. The airport operator is further required by 150.21(e) to certify that each map (or revised map) and description of consultation and opportunity for public comment are true and complete.

(A and B) It is desirable to have the certifications on a page at the beginning of the airport operator's map documentation; however, no specific format is required by regulation.

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FIGURE 3A-1
ADO MEMO TO FAA REGIONAL OFFICES
COORDINATING NEM *

ACTION: Regional Coordination of
Part 150 Noise Exposure Maps (NEM)
[Airport name], in [Location (city, state)]

[Date]

[Name]
[Title, ADO Projects Manager]
telephone no.]

Manager, Flight Standards Division (attention: Flight Procedures
Branch, AGL-220)
Manager, Airway Facilities Division (attention: Resource and Planning Branch,
AGL-420)
Manager, Air Traffic Division (System Management Branch, AGL-530)

The attached Noise Exposure Maps (NEM) for the above referenced airport are being coordinated for your review and comments in accordance with FAA Great Lakes Draft Regional Order 1000.4A. (Note: Additional information regarding the context/mechanics within which your input will be utilized is contained in internal AGL-600 procedural memoranda 5020.1 dated 10/1/92. A copy can be obtained from AGL-610).

Please respond by [Date (give at least 30 days)]. Negative responses are not required and will be recorded absent response by the requested date (unless an extension is requested).

Thank you for your assistance. If I can provide further clarity regarding this material or any other information please do not hesitate to call.

[Signature of ADO Project Manager]
[Name]

Attachment

*Note * Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.*

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FIGURE 3A-2
ADO MEMO TO FAA REGIONAL OFFICES
COORDINATING NCP *

ACTION: Regional Coordination of
Part 150 Noise Compatibility Program (NCP) [Date]
[Airport name], in [Location (city, state)]

[Name]
[Title, ADO Project Manager]
telephone no.]

Manager, Flight Standards Division (attention: Flight Procedures
Branch, AGL-220)
Manager, Airway Facilities Division (attention: Resource and
Planning Branch, AGL-420)
Manager, Airway Traffic Division (attention: System Management Branch,
AGL-530)

The attached Noise Compatibility Program (NCP), including draft approval package, for the above referenced airport are being coordinated for your review and comments in accordance with FAA Great Lakes Draft Regional Order 1000.4A. (Note: Additional information regarding the context/mechanics within which your input will be utilized is contained in internal AGL-600 procedural memoranda 5020.1 dated 10/1/92. A copy can be obtained from AGL-610).

Please respond by [Date (give at least 30 days)]. Negative responses are not required and will be recorded absent response by the requested date (unless an extension is requested).

Thank you for your assistance. If I can provide further clarity regarding this material or any other information please do not hesitate to call.

[Signature of ADO Project Manager]
[Name]

Attachment

*Note * Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.*

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FIGURE 3A-3
ADO MEMO TO FAA REGIONAL OFFICES
COORDINATING NEM AND NCP *

ACTION: Regional Coordination of
Part 150 Noise Exposure Maps (NEM)
and Noise Compatibility Program (NCP)
[Airport name], in [Location (city, state)]

[Date]

[Name]
[Title, ADO Project Manager]
telephone no.]

Manager, Flight Standards Division (attention: Flight Procedures Branch,
AGL-220)
Manager, Airway Facilities Division (attention: Resource and Planning
Branch, AGL-420)
Manager, Manager Air Traffic Division (attention: System Management Branch,
AGL-530)

The attached Noise Exposure Maps (NEM) and Noise Compatibility Program (NCP), including draft approval package, for the above referenced airport are being coordinated for your review and comments in accordance with FAA Great Lakes Draft Regional Order 1000.4A. (Note: Additional information regarding the context/mechanics within which your input will be utilized is contained in internal AGL-600 procedural memoranda 5020.1 dated 10/1/92. A copy can be obtained from AGL-610).

Please respond by *[Date (give at least 30 days)]*. Negative responses are not required and will be recorded absent response by the requested date (unless an extension is requested).

Thank you for your assistance. If I can provide further clarity regarding this material or any other information please do not hesitate to call.

[Signature of ADO Project Manager]
[Name]

Attachment

*Note * Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.*

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FIGURE 3B-1
ADO MEMO TO AGC-10 TRANSMITTING FEDERAL REGISTER NOTICE
NOISE EXPOSURE MAP (NEM), NO NOISE COMPATIBILITY PROGRAM *

ACTION: Federal Register Notice Part 150
Noise Exposure Maps (NEM) Determination
[Airport name], in [Location (city, state)]

[Date]

[Name]
[Title (ADO Manager or Assistant Manager),
[ADO Projects Manager contact/
ADO-Location]
telephone no.]

AGC-10
THRU: AGL-610

We have attached the Federal Register notice (original and 5 copies) for Part 150 compliance of the Noise Exposure Map (NEM) for the above named airport. A copy of the determination of compliance letter to the sponsor is also attached.

This notice is submitted to be docketed by the Program Management Staff for publication in the Federal Register.

Thank you for your assistance.

[Signature of ADO Manager or Assistant Manager]
[Name]

Attachments

cc: AGL-610 w/attachments (for information)
APP-600 w/attachments (for information)

Note * *Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.*

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FIGURE 3B-2
ADO MEMO TO AGC-10 TRANSMITTING FEDERAL REGISTER NOTICE
RECEIPT OF NOISE COMPATIBILITY PROGRAM (NCP) AND START REVIEW
AFTER EARLIER DETERMINATION ON NOISE EXPOSURE MAPS (NEM) *

ACTION: Federal Register Notice Part 150
Receipt of Noise Compatibility Program (NCP)
and Initiation of Review, *[Airport name]*,
in *[Location (city, state)]*

[Date]

[Name]
[Title (ADO Manager or Assistant Manager),
ADO Projects Manager Contact/
ADO-Location]
telephone no.]

AGC-10
THRU: AGL-610

We have attached the Federal Register notice (original and 5 copies) for announcing the receipt of the Part 150 Noise Compatibility Program (NCP) and the initiation of formal review by the Federal Aviation Administration for the above named airport. A copy of the letter to the sponsor announcing this review is also attached.

This notice is submitted to be docketed by the Program Management Staff for publication in the Federal Register.

Thank you for your assistance.

[Signature of ADO Manager or Assistant Manager]
[Name]

Attachments

cc: AGL-610 w/attachments (for information)
APP-600 w/attachments (for information)

*Note * Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.*

FIGURE 3B-3
ADO MEMO TO AGC-10 TRANSMITTING FEDERAL REGISTER NOTICE
NOISE EXPOSURE MAP (NEM) COMPLIANCE DETERMINATION AND
START NOISE COMPATIBILITY PROGRAM (NCP) REVIEW *

ACTION: Federal Register Notice Part 150
Noise Exposure Maps (NEM) Determination and [Date]
Initiation of Review, [Airport name],
in [Location (city, state)]

[Name]
[Title (ADO Manager or Assistant Manager),
[ADO Projects Manager Contact/
ADO-Location]
telephone no.]

AGC-10
THRU: AGL-610

We have attached the Federal Register notice (original and 5 copies) for Part 150 compliance of the NEM, and announcing the receipt of the Noise Compatibility Program (NCP) and the initiation of formal review by the Federal Aviation Administration for the above named airport. A copy of the letter to the sponsor announcing this determination of compliance and initiation of review is also attached.

This notice is submitted to be docketed by the Program Management Staff for publication in the Federal Register.

Thank you for your assistance.

[Signature of ADO Manager or Assistant Manager]
[Name]

Attachments

cc: AGL-610 w/attachments (for information)
APP-600 w/attachments (for information)

Note * *Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.*

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FIGURE 3B-4
ADO MEMO TO AGC-10 TRANSMITTING FEDERAL REGISTER NOTICE
NOISE COMPATIBILITY PROGRAM (NCP) APPROVAL *

ACTION: Federal Register Notice Part 150
Noise Compatibility Program (NCP) Approval
[Airport name], in [Location (city, state)]

[Date]

[Name]
[Title (ADO Manager or Assistant Manager),
ADO Projects Manager Contact/
ADO-Location]
telephone no.]

AGC-10
THRU: AGL-610

We have attached the Federal Register notice (original and 5 copies) for Part 150 approval by the Federal Aviation Administration of the Noise Compatibility Program for the above named airport. A copy of the letter to the sponsor announcing this approval is also attached.

This notice is submitted to be docketed by the Program Management Staff for publication in the Federal Register.

Thank you for your assistance.

[Signature of ADO Manager or Assistant Manager]
[Name]

Attachments

cc: AGL-610 w/attachments (for information)
APP-600 w/attachments (for information)

*Note * Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.*

FIGURE 3B-5
ADO MEMO TO AGC-10 TRANSMITTING FEDERAL REGISTER NOTICE
FAA APPROVAL OF NOISE COMPATIBILITY PROGRAM AND DETERMINATION
ON REVISED NOISE EXPOSURE MAPS

ACTION: Federal Register Notice Part 150
Approval of Noise Compatibility Program and
Determination on Revised Noise Exposure Maps
[Airport name], in [Location (city, state)]

[Date]

[Name]
[Title (ADO Manager or Assistant Manager),
ADO Projects Manager contact
ADO-Location]
telephone no.]

AGC-10
THRU: AGL-610

We have attached the Federal Register notice (original and 5 copies) for Part 150 approval by the Federal Aviation Administration of the Noise Compatibility Program for the above named airport and a determination of compliance of the revised Noise Exposure Maps (NEM) for the subject location. A copy of the letter to the sponsor announcing the approval of the NCP and making a determination of compliance on the revised NEM is also attached.

This notice is submitted to be docketed by the Program Management Staff for publication in the Federal Register.

Thank you for your assistance.

[Signature of ADO Manager or Assistant Manager]
[Name]

Attachments

cc: AGL-610 w/attachments (for information)
APP-600 w/attachments (for information)

*Note * Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.*

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FIGURE 3B-6
ADO MEMO TO AGC-10 TRANSMITTING FEDERAL REGISTER NOTICE
TERMINATION OF REVIEW OF NOISE COMPATIBILITY PROGRAM (NCP) *

ACTION: Federal Register Notice Part 150
Termination of Review of Noise Compatibility
Program (NCP), [Airport name], in
[Location (city, state)]

[Date]

[Name]
[Title (ADO Manager or Assistant Manager),
[ADO Projects Manager Contact/
ADO-Location]
telephone no.]

AGC-10
THRU: AGL-610

We have attached the Federal Register notice (original and 5 copies) announcing the termination of Federal Aviation Administration's (FAA) review of the Noise Compatibility Program (NCP) for the above named airport. A copy of the letter to the Sponsor concurring with the Sponsor's request to terminate FAA's review of the NCP is also attached.

This notice is submitted to be docketed by the Program Management Staff for publication in the Federal Register.

Thank you for your assistance.

[Signature of ADO Manager or Assistant Manager]
[Name]

Attachments

cc: AGL-610 w/attachments (for information)
APP-600 w/attachments (for information)

Note * *Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.*

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FIGURE 3C-1
DRAFT FEDERAL REGISTER NOTICE
NOISE EXPOSURE MAP NOTICE, NO NOISE COMPATIBILITY PROGRAM *

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice

[Name of Airport]

[Location of Airport (City, State)]

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by **[Name of Sponsor]** for **[Name of Airport]** under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150 are in compliance with applicable requirements.

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[NEM Notice; No NCP]

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EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is **[Date (Note 1)]**.

FOR FURTHER INFORMATION CONTACT: **[Name, Address, and Telephone Number of FAA Contact Person - Use Projects Manager]**.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for **[Name of Airport]** are in compliance with applicable requirements of Part 150, effective **[Date (Note 1)]**.

Under section 103 of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act,

may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by *[Name of Sponsor]*. The specific maps under consideration are *[Specify Exhibits and/or Page Numbers]* in the submission. The FAA has determined that these maps for *[Name of Airport]* are in compliance with applicable requirements. This determination is effective on *[Date (Note 1)]*. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning,

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[NEM Notice; No NCP]

for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration

_____ **[Address of Airports**

_____ **District Office]**

_____ **[Name and Address of**

_____ **Sponsor's Contact]**

Questions may be directed to the individual named above under the heading, FOR FURTHER INFORMATION CONTACT.

Issued in [Location of Airports District Office (City, State)] on [Date].

[Issuing Officer Signature]

[Title (ADO Manager or Assistant Manager),

ADO - Location]

FAA Great Lakes Region

[Note 1] - Date of Signature on this Federal Register Notice.

*NOTE Do not type these lines or any other in italic script in submittal to AGC-10. Document must be done double space with 1 1/2" left margin, the rest 1".

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**FIGURE 3C-2
DRAFT FEDERAL REGISTER NOTICE
RECEIPT OF NOISE COMPATIBILITY PROGRAM AND
REQUEST FOR REVIEW AFTER DETERMINATION ON NEM ***

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program
and Request for Review

[Name of Airport]

[Location of Airport (City, State)]

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for

Note * - Do not type these lines or any other in italic script in submittal to AGC-10. Document must be double spaced with 1 1/2" left margin, the rest 1".

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*[NCP Received after FAA
Determination on NEM]*

[Name of Airport] under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150 by *[Name of Sponsor]*. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR Part 150 for *[Name of Airport]* were in compliance with applicable requirements effective *[Effective Date of Map Determination]*. The proposed noise compatibility program will be approved or disapproved on or before *[Date (Note 1)]*.

EFFECTIVE DATE: The effective date of the start of FAA's review of the noise compatibility program is *[Date (Note 2)]*. The public comment period ends *[Date (Note 3)]*.

FOR FURTHER INFORMATION CONTACT: *[Name, Address, and Telephone Number of FAA Contact Person - Use Projects Manager]*. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for *[Name of Airport]* which will be approved or disapproved on or before *[Date (Note 1)]*. This notice also announces the availability of this program for public review and comment.

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[NCP Received after FAA
Determination on NEM]

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An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

The FAA has formally received the noise compatibility program for *[Name of Airport]*, effective on *[Date (Note 2)]*. It was requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before *[Date (Note 1)]*.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or

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[NCP Received after FAA
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foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration

800 Independence Avenue, SW., Room 617

Washington, D.C. 20591

Federal Aviation Administration

_____ [Address of Airports
_____ District Office]

_____ [Name and Address of
_____ Sponsor's Contact]

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*[NCP Received after FAA
Determination on NEM]*

Questions may be directed to the individual named above under the heading, FOR FURTHER INFORMATION CONTACT.

Issued in *[Location of Airports District Office (City, State)]* on *[Date]*.

[Issuing Officer Signature]

[Title (ADO Manager or Assistant Manager),

ADO - Location]

FAA Great Lakes Region

[Note 1] - This date will be 180 days from the date of signature of this Federal Register Notice.

[Note 2] - Date of signature of this Federal Register Notice.

[Note 3] - This date will be 60 days from the date of signature of this Federal Register Notice.

*NOTE Do not type these lines or any other in italic script in submittal to AGC-10. Document must be done double space with 1 1/2" left margin the rest 1".

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FIGURE 3C-3
DRAFT OF FEDERAL REGISTER NOTICE
NOISE EXPOSURE MAP NOTICE (NEM) COMPLIANCE DETERMINATION
AND START NOISE COMPATIBILITY PROGRAM (NCP) REVIEW *

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice;

Receipt of Noise Compatibility Program

and Request for Review

[Name of Airport]

[Location of Airport (City, State)]

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice

SUMMARY: The Federal Aviation Administration (FAA) announces its

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[Notice with NCP]

determination that the noise exposure maps submitted by *[Name of Sponsor]* for *[Name of Airport]* under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for *[Name of Airport]* under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before *[Date (Note 1)]*.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is *[Date (Note 2)]*. The public comment period ends *[Date (Note 3)]*.

FOR FURTHER INFORMATION CONTACT: *[Name, Address, and Telephone Number of FAA Contact Person - Use Projects Manager]*. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for *[Name of Airport]* are in compliance with applicable requirements of Part 150, effective *[Date (Note 2)]*. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or

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[NEM Notice with NCP]

before [Date (Note 1)]. This notice also announces the availability of this program for public review and comment.

Under section 103 of Title I of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict noncompatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to Title I of the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes for the reduction of existing noncompatible uses and for the prevention of the introduction of additional noncompatible uses.

[Name of Sponsor] submitted to the FAA on [Date] noise exposure maps, descriptions and other documentation which were produced during [Name

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[NEM Notice with NCP]

of, and Dates of, Noise Compatibility Study]. It was requested that the Faa review this material as the noise exposure maps, as described in section 103(a)(1) of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 104(b) of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by *[Name of Sponsor]*. The specific maps under consideration are *[Specify]* in the submission. The FAA has determined that these maps for *[Name of Airport]* are in compliance with applicable requirements. This determination is effective on *[Note 2]*. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in

interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detail overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for *[Name of Airport]*, also effective on *[Note 2]*. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before *[Note 1]*.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the

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evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration
800 Independence Avenue, SW., Room 617
Washington, D.C. 20591

Federal Aviation Administration

_____ *[Address of Airports
District Office]*

_____ *[Name and Address of
Sponsor's Contact]*

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Questoins may be directed to the individual named above under the heading, FOR FURTHER INFORMATION CONTACT.

Issued in [Location of Airports District Office (City, State)] on [Date]

[Issuing Office Signature]
[Title (ADO Manager or Assistant Manager),
ADO - Location]
FAA Great Lakes Region

[Note 1] - This date will be 180 days from the date of signature of this Federal Register Notice.

[Note 2] - Date of signature of this Federal Register Notice.

[Note 3] - This date will be 60 days from the date of signature of this Federal Register Notice.

Note* - Do not type these lines or any others in italic script in submittal to AGC-10. Documents must be double spaced with 1 1/2" left margin, the rest 1".

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**FIGURE 3C-4
DRAFT FEDERAL REGISTER NOTICE
FAA APPROVAL OF NOISE COMPATIBILITY PROGRAM ***

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Approval of Noise Compatibility Program

[Name of Airport]

[Location of Airport (City, State)]

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by *[Name of Sponsor]* under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On *[Date]* the FAA determined that the noise exposure maps submitted by *[Name of Sponsor]* under Part 150 were in compliance with applicable

Note * - Do not type these lines or any other in italic script in submittal to AGC-10. Document must be double spaced with 1 1/2" left margin, the rest 1".

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[NCP Approval]*

requirements. On *[Date]*, the Administrator approved the *[Name of Airport]* noise compatibility program. All *[Or, as Applicable, Most or Some]* of the recommendations of the program were approved. *[If Applicable, Add...No program elements relating to new or revised flight procedures for noise abatement were proposed by the airport operator.]*

EFFECTIVE DATE: The effective date of the FAA's approval of the *[Name of Airport]* noise compatibility program is *[Date Signed by Assistant Administrator for Airports]*.

FOR FURTHER INFORMATION CONTACT: *[Name, Address, and Telephone Number of FAA Contact Person - Use Projects Manager]*. Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for *[Name of Airport]*, effective *[Date]*.

Under section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (hereinafter referred to as "the Act"), an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing noncompatible land

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[NCP Approval]*

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uses and prevention of additional noncompatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

- a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;
- b. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;
- c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of

aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA [Name of ADO] - Airports District Office in [Location of ADO Office (City, State)].

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*[NCP Approval]**

[Name of Sponsor] submitted to the FAA on *[Date]* the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from *[Date]* through *[Date]*. The *[Name of Airport]* noise exposure maps were determined by FAA to be in compliance with applicable requirements on *[Date]*. Notice of this determination was published in the Federal Register on *[Date]*.

The *[Name of Airport]* study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to *[Or Beyond]* the year *[Date]*. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on *[Date]* and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained *[Number (NN)]* proposed actions for noise mitigation *[On and/or Off the Airport, as Applicable]*. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The

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*[NCP Approval]**

overall program, therefore, was approved by the Assistant Administrator for Airports effective *[Date]*.

Outright approval was granted for *[All of, or Number of, as Applicable]* the specific program elements. *[Describe Any Elements Disapproved or Partially Approved and Reasons for or Conditions of Such Action. Describe Approved Actions On and Off Airport in Summary Form.]*

These determinations are set forth in detail in a Record of Approval endorsed by the Administrator on *[Date]*. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the *[Name of Sponsor]*.

Issued in *[Location of Airports District Office (City, State)]* on *[Date]*.

[Issuing Officer Signature]

[Title (ADO Manager or Assistant Manager),

ADO - Location]

FAA Great Lakes Region

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**FIGURE 3C-5
DRAFT FEDERAL REGISTER NOTICE
FAA APPROVAL OF NOISE COMPATIBILITY PROGRAM AND DETERMINATION
ON REVISED NOISE EXPOSURE MAPS ***

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

FAA Approval of Noise Compatibility Program
and Determination on Revised Noise Exposure Maps

[Name of Airport]

[Location of Airport (City, State)]

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by *[Name of Sponsor]* under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150.

*Note * - Do not type these lines or any other in italic script in submittal to AGC-10. Document must be double spaced with 1 1/2" left margin, the rest 1".*

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*[NCP Approval, Revised NEM
Determination] **

These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On *[Date]* the FAA determined that the noise exposure maps submitted by *[Name of Sponsor]* under Part 150 were in compliance with applicable requirements. On *[Date]*, the Assistant Administrator for Airports approved the *[Name of Airport]* noise compatibility program. All *[Or, As Applicable, Most or Some]* of the recommendations of the program were approved. *[If applicable, add...No program elements relating to new or revised flight procedures for noise abatement were proposed by the airport operator.]* The *[Name of Sponsor]* has also requested under FAR Part 150, section 150.35(f), that FAA determine that revised noise exposure map *[Or Maps]* submitted with the noise compatibility program and showing noise contours as a result of the implementation of the noise compatibility program are in compliance with applicable requirements of FAR Part 150. The FAA announces its determination that the revised noise exposure map *[Or Maps]* for *[Name of Airport]* for the year *[Or Years] [19XX (19XY)]* submitted with the noise compatibility program, are in compliance with applicable requirements of FAR Part 150 effective *[Date of this Federal Register Notice]*.

EFFECTIVE DATE: The effective date of the FAA's approval of the *[Name of Airport]* noise compatibility program is *[Date Signed by Assistant Administrator for Airports]*. The effective date of the FAA's

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**[NCP Approval, Revised NEM
Determination] ***

determination on the revised noise exposure maps is **[Date of This
Federal Register Notice]**.

FOR FURTHER INFORMATION CONTACT: **[Name, Address, and Telephone Number
of FAA Contact Person - Use Projects Manager]**. Documents reflecting
this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given
its overall approval to the noise compatibility program for **[Name of
Airport]**, effective **[Date]**, and that revised noise exposure map **[Or
Maps]** for **[Revised Year(s)]** for this same airport are determined to be
in compliance with applicable requirements of FAR Part 150.

A. Under section 104(a) of the Aviation Safety and Noise Abatement Act
of 1979 (hereinafter referred to as "the Act"), an airport operator who
has previously submitted a noise exposure map may submit to the FAA a
noise compatibility program which sets forth the measures taken or
proposed by the airport operator for the reduction of existing
noncompatible land uses and prevention of additional noncompatible land
uses within the area covered by the noise exposure maps. The Act
requires such programs to be developed in consultation with interested
and affected parties including local communities, government agencies,
airport users, and FAA personnel.

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*[NCP Approval, Revised NEM
Determination] **

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

1. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;
2. Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;
3. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and
4. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating

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**[NCP Approval, Revised NEM
Determination] ***

safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA **[Name of ADO]** - Airports District Office in **[Location of ADO Office (City, State)]**.

[Name of Sponsor] submitted to the FAA on **[Date]** the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from **[Date]** through **[Date]**. The

[Name of Airport] noise exposure maps were determined by FAA to be in compliance with applicable requirements on [date]. Notice of this determination was published in the Federal Register on [Date]. The [Name of Airport] study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to [Or Beyond] the year [19XX]. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on [Date] and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained [Number (NN)] proposed actions for noise mitigation [On and/or Off the Airport, as Applicable]. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the Assistant Administrator for Airports effective [Date].

Outright approval was granted for [All of, or Number of, as Applicable]

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**[NCP Approval, Revised NEM
Determination] ***

the specific program elements. [Describe Any Elements Disapproved or Partially Approved and Reasons For a Conditions of Such Action].

These determinations are set forth in detail in a Record of Approval endorsed by the Assistant Administrator for Airports on **[Date]**.

B. The FAA also has completed its review of the revised noise exposure maps and related descriptions submitted by **[Name of Sponsor]**. The specific maps under consideration are **[Specify by Exhibit and/or Page Number]** in the submission. The FAA has determined that these maps for **[Name of Airport]** are in compliance with applicable requirements. This determination is effective on **[Date of this Federal Register Notice]**. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 103 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of

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[NCP Approval, Revised NEM
Determination] *

Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator which submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps, and copies of the record of approval and other evaluation materials and documents which comprised the submittal to the FAA are available for examination at the following locations:

Federal Aviation Administration

_____ [Address of Airports
_____ District Office]

_____ [Name and Address of
_____ Sponsor's Contact]

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**[NCP Approval, Revised NEM
Determination] ***

Questions on either of these FAA determinations may be directed to the individual named above under the heading FOR FURTHER INFORMATION CONTACT.

Issued in *[Location of Airports District Office (City, State)]* on *[Date]*.

[Issuing Officer Signature]

[Title (ADO Manager or Assistant Manager),

ADO - Location]

FAA Great Lakes Region

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FIGURE 3C-6
DRAFT FEDERAL REGISTER NOTICE
ANNOUNCING TERMINATION OF NCP REVIEW *

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Termination of Review of
Noise Compatibility Program

[Name of Airport]

[Location of Airport (City, State)]

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces it has

*Note * - Do not type these lines or any other in italic script in
submittal to AGC-10. Document must be double spaced with 1 1/2" left
margin, the rest 1".*

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[NCP Review Termination]

terminated its review of the noise compatibility program, at the request of the ***[Name of Airport Operator]***, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150.

EFFECTIVE DATE: The effective date of the FAA's termination of its review of the ***[Name of Airport]*** noise compatibility program is ***[Date (Note 1)]***.

FOR FURTHER INFORMATION: ***[Name, Address, and Telephone Number of FAA Contact Person - Use Projects Manager]***.

SUPPLEMENTARY INFORMATION: On ***[Date (Note 2)]***, the FAA determined that the noise exposure maps submitted by the ***[Name of Airport Operator]*** were in compliance with applicable requirements and began its review of the noise compatibility program ***[Or Substitute After "...requirements."*** ***Subsequently, the [Name of Airport Operator] submitted its Noise Compatibility Program for the subject airport to the FAA for formal review which began on [Date (Note 3)]***. On ***[Date (Note 4)]***, the ***[Name of Airport Operator]*** requested that FAA suspend its review and processing of the noise compatibility program ***[Briefly Describe the Reason; e.g., Pending a Reexamination of Some Element of the Program]***. When the FAA has received revised documentation, FAA will reissue

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[NCP Review Termination]

appropriate notice establishing new review and approval periods in accordance with section 150.33 (e) of 14 CFR Part 150.

Questions may be directed to the individual named above under the heading FOR FURTHER INFORMATION CONTACT.

Issued in *[Location of Airports District Office (City, State)]* on *[Date]*.

[Issuing Officer Signature]

[Title (ADO Manager or Assistant Manager),

ADO - Location]

FAA Great Lakes Region

[Note 1] - Date this Federal Register notice is signed.

[Note 2] - Date NEM were determined to be in compliance.

[Note 3] - Date Federal Register Notice was issued announcing receipt and start of formal FAA review of NCP.

[Note 4] - Date operator requested that FAA suspend review and processing of NCP.

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**FIGURE 3D - ADO RECOMMENDATION/RECORD OF APPROVAL OF
NOISE COMPATIBILITY PROGRAM (NCP)**

ACTION: Approval of Noise Compatibility
Program for *[name of airport]*,
[airport location (city, state)]

*[Title, (Manager or Assistant Manager),
ADO-Location]*

*[ADO contact/
telephone no.]*
(Use Projects Manager)

Assistant Administrator for Airports,
ARP-1
ATTN: APP-600
THRU: AGL-610

On *[Date (date Federal Register notice signed announcing NEM acceptance)]*, the FAA determined that the Noise Exposure Maps (NEM's) for the *[airport name]* in *[airport location (city, state)]*, are in compliance with applicable requirements of Section 103 (c) of the Aviation Safety and Noise Abatement Act of 1979 ("The Act"). On *[Date (date Federal Register notice signed announcing initiation of NCP review)]*, FAA determined that the Noise Compatibility Program conforms to the requirements of FAR Part 150 and is acceptable for detailed review. Therefore, *[Date (date Federal Register notice signed announcing initiation of NCP review)]* marked the start of the formal 180-day review period for *[airport name]* proposed Noise Compatibility Program (NCP) under Section 104(a) of the Act. According to the Act, the NCP must be approved or disapproved by FAA within 180 days or it shall be deemed approved. The last date for such approval or disapproval is *[Date (date is 180 days from when Federal Register notice signed announcing initiation of NCP review)]*.

The proposed NCP has been reviewed and evaluated by the *[name of appropriate Airports District Office]*; and Flight Standards, Airway Facilities, and Air Traffic Divisions [and Assistant Chief Counsel (where appropriate)]. Their comments were consolidated and sent to the airport sponsor. The sponsor addressed these comments [and produced errata sheets/changed pages for Part II of the *[name of airport]* Part 150 Study submittal]. Copies of all of these are being submitted with this memorandum to APP-600 to be consolidated with previous submittal of the NEM and NCP, and the NEM checklist.

We have concluded that the NCP is consistent with the intent of the Act and that it meets the standards set forth in FAR Part 150 for such programs. The standard Part 150 noise compatibility program checklist was reviewed to ensure that all required items were included in the proposed program. That checklist is attached [or is included in the sponsor's 150 document which has been reviewed (which ever is appropriate)].

Note * Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.

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As part of the formal 180-day review, each proposed action in the NCP has undergone further review and evaluation on the basis of effectiveness and potential conflict with Federal policy and prerogatives. These include safe and efficient use of the nation's airspace, undue burden on interstate commerce, unjust discrimination, and interference with a Federal regulatory compliance schedule (i.e., FAR Part 91, Subpart E).

[Discuss any correspondence here regarding insufficient justification or need for clarification of measures. Mention the date of such correspondence, including the title of any documents, i.e., "Responses to Consolidated Comments" and "Addenda and Errata" addressing these deficiencies.]

Our recommendation on each of the proposed actions is described in the attached Record of Approval. Each measure is described in detail in the *[name of airport]* NCP *[and (list any other submittals responding to FAA's comments, including the date of these submittals)]*.

[signature], [title]
[Airports District Office-Location]
FAA Great Lakes Region

Attachments

Errata and Addenda: *[date of submittal]*
NEM and NCP, Including Sponsor's Response to FAA Comments
NEM and NCP Acceptance Letters
Federal Register Notices
Record of Approval
NEM and NCP Checklists (may also be found in lieu thereof in the Sponsor's document)

cc: AGL-610 (with attachments) (for information)

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RECORD OF APPROVAL
[NAME OF AIRPORT]
NOISE COMPATIBILITY PROGRAM

Concur	_____	_____	_____
Non concur	_____	Assistant Administrator for Policy, Planning and International Aviation, API-1	(date)
Concur	_____	_____	_____
Non concur	_____	Chief Counsel, AGC-1	(date)
Approve	_____	_____	_____
Disapprove	_____	Assistant Administrator for Airports, ARP-1	(date)

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RECORD OF APPROVAL
[NAME OF AIRPORT]
NOISE COMPATIBILITY PROGRAM

The Noise Compatibility Program (NCP) for *[name of airport]* in *[location (city/state)]*, describes the current and future noncompatible land uses based upon the parameters as established in FAR Part 150, Airport Noise Compatibility Planning. The *[airport sponsor]* recommended *[number (written (NN))]* measures in their NCP to remedy existing noise problems and prevent future non-compatible land uses. These measures are grouped into *[describe how they are grouped and how many measures are in each group]*.

Each measure of the recommended Noise Compatibility Program is identified below by plan category, includes a summary of the airport operator's recommendations and a cross reference to page numbers in the NCP where each measure can be found. *[Describe where the official NEM's are found (by page number and exhibit title). They usually are found in the Part I NEM Report if the Study is done in two parts. Also, describe where tables summarize measures, outlines who is responsible for implementation and recommends an implementation schedule]*.

The approvals listed herein include approvals of actions that the airport recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations in the Record of Approval summarize as closely as possible the airport operator's recommendations in the Noise Compatibility Program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

[HEADING FOR EACH GROUP OF MEASURES].

[List measure number, title of measure (then in parenthesis, list the page numbers by document, on which the measure is described). Write up a detail description of each measure describing what is being proposed in the measure. Lead off each description with naming the airport sponsor, or other appropriate implementing agency, "plans to acquire...", "recommends...", "plans to...", etc. Then use the verbiage in the document to describe it in the sponsors own words. Do not put in any FAA comments in this part of the description.

[List whether the measure is (Approved/Disapproved). Also, include appropriate FAA comments clarifying this decision.]

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**FIGURE 3E-1
LETTER TO SPONSOR - NOISE EXPOSURE MAP (NEM) COMPLIANCE DETERMINATION,
NO NOISE COMPATIBILITY PROGRAM (NCP) CONCURRENTLY ***

[Date]

_____ [Name and Address of Sponsor
or State Aeronautical Agency,
if State is Acting as Agent
for the Sponsor].

Dear _____:

This is to notify you that the Federal Aviation Administration (FAA) has evaluated the final submission of the Noise Exposure Maps (NEM's) and supporting documentation for [Name of Airport] transmitted to us ["by your letter" or (if state acting as agent) "by your agency on behalf of the [Name of Sponsor] in a letter"] dated [date]. [If subsequently, errata or changed pages have been submitted, note it here]. These NEM's and documentation were submitted as being in accordance with section 103(a)(1) of the Aviation Safety and Noise Abatement Act of 1979 (ASNA). We have determined that as of [Date of Signature on the Federal Register Notice], they are in compliance with applicable requirements of 14 CFR Part 150. Further, we have determined that the [specify exhibit titles of existing and future noise maps], on [specify the pages and/or exhibit numbers on which the maps are located], respectively, fulfill the requirements for the current and the 5-year noise exposure maps.

FAA's determination that the NEM's are in compliance is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of the data, information or plans.

Should questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on the NEM's, you should note that the FAA will not be involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's determination relative to the NEM's. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the maps depicting properties on

Note * Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.

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the surface rests exclusively with the airport operator, or with those public agencies and planning agencies with which consultation is required under section 103 of the Act. The FAA relies on the certification by the airport operator and owners under 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA will publish notice in the Federal Register announcing its determination on the Noise Exposure Maps for *[Name of Airport]*. A signed copy of that notice is enclosed.

Your notice of this determination and the availability of the Noise Exposure Maps, when published at least three times in a newspaper of general circulation in the county or counties where affected properties are located, will satisfy the requirements of section 107 of the ASNA Act.

Your attention is called to the requirements of section 150.21(d) of FAR Part 150, involving the prompt preparation and submission of revisions to these maps if any actual or proposed change in the operation of *[Name of Airport]* might create any substantial, new non compatible use in any areas depicted on the maps.

Thank you for your continued interest in noise compatibility planning.

Sincerely,

[Signature]
[Title (ADO Manager or Assistant Manager)]

Enclosure

cc: *[State Aeronautical Agency or Sponsor if State is Acting as Agent for the Sponsor]*

bcc: AGL-610 (for information)
APP-600 (for information)

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FIGURE 3E-2
LETTER TO SPONSOR - RECEIPT OF NOISE COMPATIBILITY PROGRAM (NCP) AND
START REVIEW AFTER EARLIER DETERMINATION ON NOISE EXPOSURE MAPS (NEM) *

[Date]

_____ *[Name and Address of Sponsor
or State Aeronautical Agency,
if State is Acting as Agent
for the Sponsor]*

Dear _____:

This is to notify you that the Federal Aviation Administration (FAA) is in receipt of the proposed Noise Compatibility Program (NCP) and supporting documentation for the *[Name of Airport]* transmitted to us *["by your letter" or (if state acting as agent) "by your agency on behalf of the [Name of Sponsor] in a letter"]* dated *[date]*. *[If subsequently, errata or changed pages have been submitted, note it here]*. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR Part 150 for *[Name of Airport]* were in compliance with applicable requirements effective *[Date NEM Federal Register Notice was Signed]*.

Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary before approval or disapproval of the program. It should be clearly understood, however, that FAA's determination on a NCP under Part 150 shall not be construed as approval or endorsement of a NCP, potential related Federal funding of such a program, or any related operating restrictions at the airport. The FAA must approve or disapprove such a program (other than the proposed use of flight procedures for noise control) within 180 days. For the purposes of this review, the 180-day period begins on the date of the FAA official signature of the notice in the Federal Register, which is *[Date (When Federal Register Notice was Signed)]*, and ends on *[Date (180 Days After the Date Federal Register Notice was Signed)]*.

The FAA will publish a notice in the Federal Register announcing that we have received your NCP for review. A signed copy of that notice is enclosed. Such notice includes pertinent information regarding the program as specified in section 150.31 for FAR Part 150 and invites comments by interested parties. The public comment period will last 60 days, from *[Date (When Federal Register Notice was Signed)]* to *[Date (60 Days after the Date Federal Register Notice was Signed)]*. While we expect actual approval of the NCP to occur before

*Note * Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.*

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the surface rests exclusively with the airport operator, or with those public agencies and planning agencies with which consultation is required under section 103 of the ACT. The FAA relies on the certification by the airport operator and owners under 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA will publish notice in the Federal Register announcing its determination on the Noise Exposure Maps for *[Name of Airport]*. A signed copy of the that notice is enclosed.

Your notice of this determination and the availability of the Noise Exposure Maps, when published at least three times in a newspaper of general circulation in the county or counties where affected properties are located, will satisfy the requirements of section 107 of the ASNA Act.

Your attention is call to the requirements of section 150.21(d) of FAR Part 150. involving the prompt preparation and submission of revisions to these maps if any actual or proposed change in the operation of *[Name of Airport]*. might create any substantial, new non compatible use in any areas depicted on the maps.

Thank you for your continued interest in noise compatibility planning.

Sincerely,

[Signature]

[Title (ADO Manager or Assistant Manager)]

Enclosure

cc: *[State Aeronautical Agency or Sponsor if State is Acting as Agent for the Sponsor]*

bcc: AGL-610 (for information)
APP-600 (for information)

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**FIGURE 3E-3
LETTER TO SPONSOR - NOISE EXPOSURE MAP (NEM) COMPLIANCE DETERMINATION
AND START NOISE COMPATIBILITY PROGRAM (NCP) REVIEW ***

[Date]

**[Name and Address of Sponsor
or State Aeronautical Agency,
if State is Acting as Agent
for the Sponsor]**

Dear _____ :

This is to notify you that the Federal Aviation Administration (FAA), in accordance with section 103(a)(1) of the Aviation Safety and Noise Abatement Act of 1979 (ASNA), has evaluated your final submission of the Noise Exposure Maps (NEM) and supporting documentation transmitted **["by your letter" or (if state acting as agent) "by your agency on behalf of the [Name of Sponsor] in a letter"]** dated [date]. **[If subsequently errata or changed pages have been submitted, note it here]**. FAA has determined that they are in compliance with applicable requirements of 14 CFR Part 150. Further, we have determined that the Noise Exposure Maps: **[specify exhibit titles of existing and future noise maps] on [specify the pages and/or exhibits on which the maps are located, respectively]**, fulfill the requirements for the current and the 5-year noise exposure maps.

FAA's determination that your NEM's are in compliance is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of FAR Part 150. Such determination does not constitute approval of your data, information or plans.

Should questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on your NEM's you should note that the FAA will not be involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's determination relative to your NEM's. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the maps depicting properties on the surface rests exclusively with you, the airport operator, or with those public agencies and planning agencies with which consultation is required

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Your attention is called to the requirements of section 150.21(d) of FAR Part 150, involving the prompt preparation and submission of revisions to these maps if any actual or proposed change in the operation of *[Name of Airport]* might create any substantial, new noncompatible use in any areas depicted on the maps.

Thank you for your continued interest in noise compatibility planning.

Sincerely,

[Signature]
[Title (ADO Manager or Assistant Manager)]

Enclosure

cc: *[State Aeronautical Agency or Sponsor if State is Acting as Agent for the Sponsor]*

bcc: AGL-610 (for information)
 APP-600 (for information)

*Note * Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.*

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FIGURE 3E-4
LETTER TO SPONSOR - FAA NOISE COMPATIBILITY PROGRAM (NCP) APPROVAL *

[Date]

*[Name and Address of Sponsor
or State Aeronautical Agency,
if State is Acting as Agent
for the Sponsor]*

Dear _____ :

The Federal Aviation Administration (FAA) has evaluated the *[Name of Airport]* Noise Compatibility Program (NCP) and related documents submitted to this office under the provisions of Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979. The recommended NCP proposed by the *[Name of Airport Sponsor]* is identified by action element number in a summary table, *[list table number or title]*, on *[page number]* of the *[Name of Airport]* NCP. *[List here any documents used to supplemented or revise the measures listed in the NCP, also include the date of such correspondence.]* A total of *[number of measures]* are included in the *[Name of Sponsor]* recommended program. *[List how many measures are found in each group of measures.]* I am pleased to inform you that out of the *[number of measures]* measures submitted, the Assistant Administrator for Airports *[list how many measures approved, disapproved pending submission of additional information, gave partial approval/partial disapproval, or disapproved outright]*. The specific action for each NCP measure, with a full explanation, is set forth in the enclosed Record of Approval. The effective date of this approval is *[Date (Date Record of Approval Signed)]*.

Each airport NCP developed in accordance with Federal Aviation Regulation (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Aviation Safety and Noise Abatement Act of 1979, and is limited to the following determination:

The NCP was developed in accordance with the provisions and procedures of FAR Part 150;

Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

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Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government.

Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport NCP are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA *[Name and Location (City/State) of Appropriate Airports District Office]*.

The FAA will publish a notice in the Federal Register announcing approval of this noise compatibility program. A copy of this notice is enclosed. You are not required to give local official notice, although you may do so if you wish.

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[If other measures are still under study but not recommended at this time, mention this and note that none of these measures were proposed for inclusion in this Part 150 Noise Compatibility Program and thus are not approved. Therefore, before implementation of any of these three measures, the Airport Sponsor will need to revise their NCP to include the new measures and determine their impact on the other measures currently included in this NCP].

Thank you for your continued interest in noise compatibility planning.

Sincerely,

[Signature]
[Title (ADO Manager or Assistant Manager)]

cc: *[State Aeronautical Agency or Sponsor if State is Acting as Agent for the Sponsor]*

bcc: AGL-610 (for information)
 APP-600 (for information)

*Note * Appropriate ADO letterhead should be used. Do not type lines in italic script. However, where appropriate insert requested information.*

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FIGURE 3E-5
LETTER TO SPONSOR - FAA APPROVAL OF NOISE COMPATIBILITY PROGRAM (NCP)
AND DETERMINATION ON REVISED NOISE EXPOSURE MAPS (NEM) *

[Date]

*[Name and Address of Sponsor
or State Aeronautical Agency,
if State is Acting as Agent
for the Sponsor]*

Dear _____ :

[TO BE DEVELOPED]

[Signature]
[Title (ADO Manager or Assistant Manager)]

Enclosure

cc: *[State Aeronautical Agency or Sponsor if State is Acting as Agent for the
Sponsor]*

bcc: AGL-610 (for information)
APP-600 (for information)

Note * *Appropriate ADO letterhead should be used. Do not type lines in
italic script. However, where appropriate insert requested information.*

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FIGURE 3E-6
LETTER TO SPONSOR - CONCURRING TO TERMINATION OF REVIEW
OF NOISE COMPATIBILITY PROGRAM (NCP) *

[Date]

_____ [Name and Address of Sponsor
or State Aeronautical Agency,
if State is Acting as Agent
for the Sponsor]

Dear _____:

The Federal Aviation Administration (FAA) concurs with the request in your letter of [Date], to terminate its review of the Noise Compatibility Program (NCP) submitted for [Name of Airport], under the provision of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) and 14 CFR Part 150.

The effective date of the FAA termination of its review of the NCP is [Date Federal Register is signed].

The FAA will publish notice in the Federal Register announcing termination of the NCP for [Name of the Airport]. A signed copy of this notice is enclosed.

When the FAA has received revised documentation, we will reissue appropriate notice establishing new review and approval periods in accordance with section 150.33(e) of 14 CFR Part 150.

Sincerely,

[Signature]
[Title (ADO Manager or Assistant Manager)]

Enclosure

cc: [State Aeronautical Agency or Sponsor if State is Acting as Agent for the Sponsor]

bcc: AGL-610 (for information)
APP-600 (for information)

Note * Appropriate ADO letterhead should be used. Do not type lines in